

MOTOR BOATING

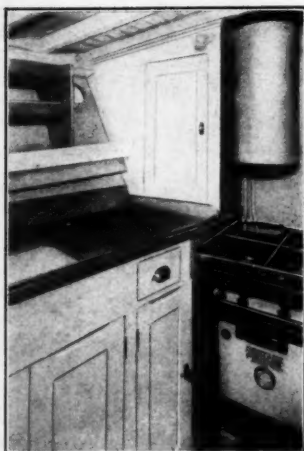
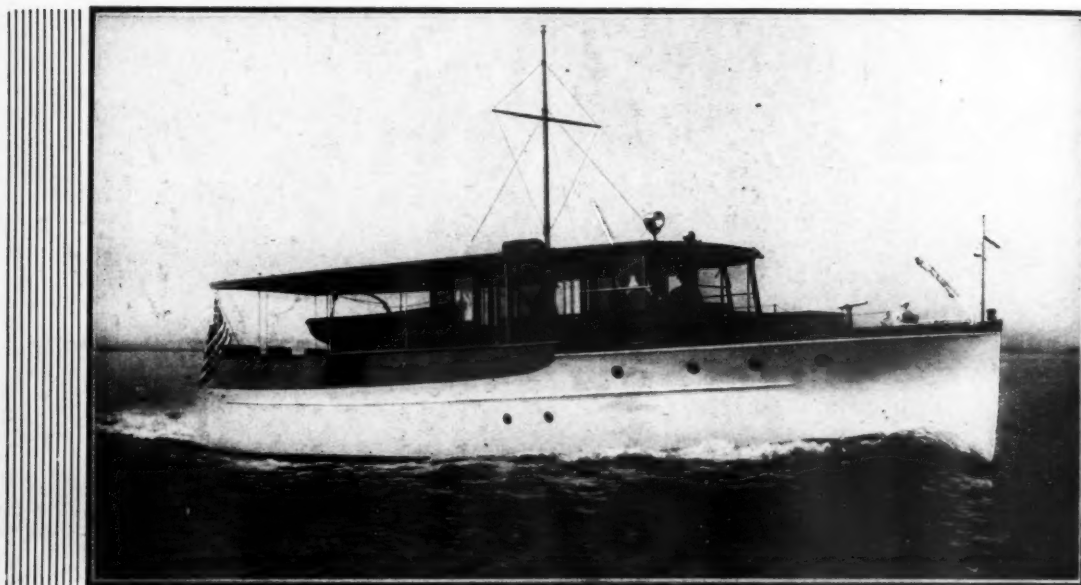
The Yachtsmen's Magazine

November 1928

35 Cents



Ten miles or a thousand . . . in safety, in luxury, in ease



Running hot and cold water is one feature of the Fifty's galley equipment. The gas stove is a 4-burner white enamel with oven and broiler.

You're getting a private ocean liner when you get an Elco Fifty — a powerful, dependable motor yacht ready for a trip down the bay or a trip to Florida.

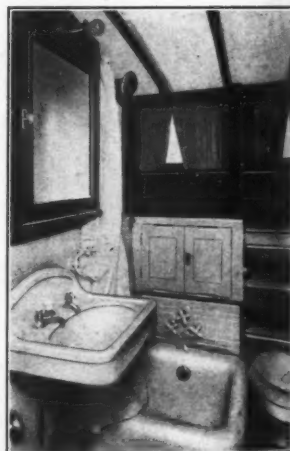
Accommodations for six, plus a crew of two! The owner's stateroom has two wide, single berths, clothes locker, bureau, full length mirror, carpeted floor. Guest cabin similarly equipped, except with double berth. Springs and mattresses for all berths.

Roomy deckhouse, glass-enclosed with sliding plate glass windows and a rain-vision windshield. Divan seat on port side forms extra berth. Aft-deck for fishing, loafing and watching the wake.

Galley is a real kitchen, with gas stove, running hot water and ice box. Lavatory forward; bathroom between staterooms—tub with shower.

The Fifty is powered with two Elco 6-cylinder engines, each with 125 H.P. at 1350 R.P.M. Fuel tanks hold 350 gallons; water tanks 220 gallons. Guaranteed speed of 14-15 miles per hour.

Elco boats are on permanent display at Port Elco, Park Avenue at 46th St. Or write us for Catalog MG.



Another luxurious feature of the Elco Fifty. Private bathroom with shower—hot and cold water. This bathroom adjoins the owner's stateroom.

PORT ELCO (Permanent Exhibit)
247 Park Avenue, at 46th Street, New York

Distributors in Boston, Detroit, Los Angeles and Miami
Plant and Marine Basin, The Elco Works, Bayonne, N. J.

The Elco Fleet

Twenty-Six, \$2,975; Cruisette, \$5,950;
Thirty-Eight, \$10,750; Forty-Two, \$15,500;
Fifty, \$25,500.



NOVEMBER, 1928

Johnson Wins National Outboard Championship Class "C"



Johnson wins the most coveted of all outboard honors—the a. c. f. Trophy.

Eugene Pickard, driving a Johnson BIG TWIN outdistanced a crowded field of competitive motors to win this championship event at Wilmington, N. C., Oct. 6th.

Winning three straight heats, Pickard set a new Amateur four mile record of 35.55 m. p. h.

Additional honors came to Pickard and his Johnson Twin when he took first place in two other events—the Class C Amateur race and the Class C Free-for-All. Both were won in straight heats.

Johnson Motors 1st and 2nd in 408 Mile Kansas City to St. Louis Marathon [WORLD'S LONGEST MARATHON]

The Johnson BIG TWIN wins first and second in the longest outboard marathon ever held.

408.3 miles of river waters from Kansas City to St. Louis were traveled by Howard Ingram and his Johnson BIG TWIN powered "Jimmy Boy" to win this gruelling test on Oct. 6th and 7th.

Ingram stepped away from competing motors of even larger cubic inch displacement to finish in the remarkable time of 14 hours, 7 minutes.

Victories such as these are but further proof of Johnson dependability, Johnson speed, and Johnson stamina.

Write for interesting booklet, "What You Should Have in an Outboard Motor"

JOHNSON MOTOR CO., 3071 Pershing Rd., Waukegan, Ill.
Export Division: 75 West Street, New York City

IN CANADA

Canadian Johnson Motor Company, Ltd., Peterborough, Ontario

Distributors:

Peterborough Canoe Company, Peterborough, Ontario
Hoffars, Ltd., Vancouver, B. C.

WORLD'S LARGEST MANUFACTURER OF OUTBOARD MOTORS

Johnson

Outboard Motors

... and LYMAN

*one of America's leading builders of
fine SMALL BOATS*



—beautify and protect their
famous Outboard Motor Boats,
Row Boats and Speed Tenders with
**EDWARD SMITH
PAINTS and VARNISHES**

Mr. W. E. Lyman of the LYMAN BOAT WORKS says:
"OUTBOARD MOTOR BOATS, such as we are building,
probably are subjected to more severe tests in the way
of exposure, rough handling and abuse, than almost any
other form of boat, and it is therefore necessary to use a
very good quality of varnish... We have been using the
varnishes of EDWARD SMITH & COMPANY for about
twenty years on account of the very fine products they
manufacture."

Aquatite, Four Hour Spar Varnish, Escolite and Yacht Black are
used on all Lyman models and we naturally are proud to have
our own reputation of over 100 years still further enhanced by
this fine concern whose own quality reputation covers a period
of considerably over half a century.

As is well known in marine circles, EDWARD SMITH prod-
ucts are made only of the finest of fossil gums and pigments—
aged only by natural methods to give them the durability and the
finish high-grade boat builders demand.

We will be glad to send you, on request, literature and color
charts on SMITH marine products for every purpose.



EDWARD SMITH & COMPANY
LONG ISLAND CITY, N. Y.

Manufacturers of Marine Paints and Varnishes Since 1827

8 NEW WORLD'S RECORDS ON DUPLEX MARINE ENGINE OIL

REPEATING history once again, Duplex Marine Engine Oil, OUTBOARD SPECIAL, made a clean sweep at the National Outboard Regatta at Wilmington, North Carolina, on October 5th and 6th, 1928, when

*Eight new world's records
were established*

Throughout the entire two days' racing Duplex OUTBOARD SPECIAL was used in every boat to finish first, and in every boat to finish in second place.

Duplex Marine Engine Oil holds every world's record on the water including Gar Wood's all-time record of 93.8 miles per hour.

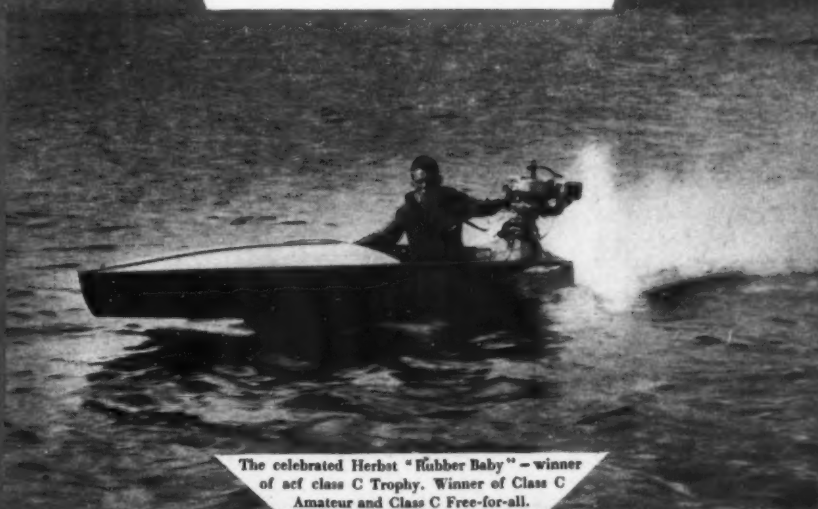
ENTERPRISE OIL COMPANY, INC.

Established 1884

Buffalo, New York

Wholesale District Distributors in
San Francisco, St. Louis, New York, Chicago,
Philadelphia, Detroit, Houston, Miami,
Cleveland, Boston, Vancouver,
Palm Beach, Wilmington, (Calif.)

Dealers Wherever Boats Float



The celebrated Herbst "Rubber Baby" - winner
of out class C Trophy. Winner of Class C
Amateur and Class C Free-for-all.

DUPLEX MARINE ENGINE OIL



REG. U. S. PAT. OFF.

Everdur is offered where lighter weight shafting with an ample margin of safety is desired. This Manganese-Silicon Bronze alloy combines the strength of steel with high resistance to corrosion.

The Shafting on your Boat —be sure it's

TOBIN BRONZE

REG. U. S. PAT. OFF.

WHY Tobin Bronze? Because this remarkable alloy meets the requirements of high tensile strength, resistance to corrosion, toughness and uniform texture more economically than any other metal.

The fact that the shafting is under water for several months of every year, means that boat builders must carefully select only the best material for this exacting service. Ninety per cent of the country's leading boat builders endorse Tobin Bronze and use it for propeller shafting and other underwater metal parts.

For instance, here is what Russell Gray, builder of the well-known GRAY BOATS, has to say:—

"We have installed Tobin Bronze Shafting on every GRAY BOAT built, and I doubt if there is any material which can equal Tobin Bronze for this important item of boat equipment . . . *Tobin Bronze is standard equipment on GRAY BOATS.*"

It will pay you to insist on Tobin Bronze for the shafting in your boat. Look for the trade mark on the end of the shaft.

Tobin Bronze is furnished in sheets, rods, tubes and turned and especially straightened shafting. It is manufactured solely by The American Brass Company. The name TOBIN BRONZE is rolled in the metal for your protection.

THE AMERICAN BRASS COMPANY

GENERAL OFFICES: WATERBURY, CONNECTICUT

Offices and Agencies in Principal Cities

Canadian Mill: ANACONDA AMERICAN BRASS LIMITED

New Toronto, Ontario

ANACONDA SHAFTING





Luders 72 Footer — for Spring Delivery

YACHTSMEN of exacting taste, who take pride in the accommodations and performance of their craft, find their every requirement met in the latest Luders Express Cruisers. Speed, sea-ability, comfort, beauty, — are combined to an unique degree in the Seventy-Two Foot Commuter shown above . . . Note the pleasing streamline effects of the design: the careful balance between freeboard and cabin height; the unusual contours which conceal the real height of forward houses . . . Two of these luxurious craft are now building for prominent New York Yachtsmen. We can build a few more for early spring delivery if order is received in the near future.

*Plans and detailed description promptly
submitted to interested parties.*

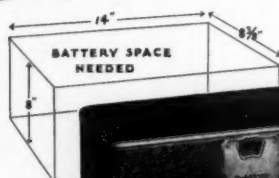
LUDERS MARINE CONSTRUCTION CO.
STAMFORD ▼ CONNECTICUT

*We can make immediate
delivery for Southern
cruising of one of the pop-
ular standardized Luders
Forty - Two's just com-
pleted. Details on request.*

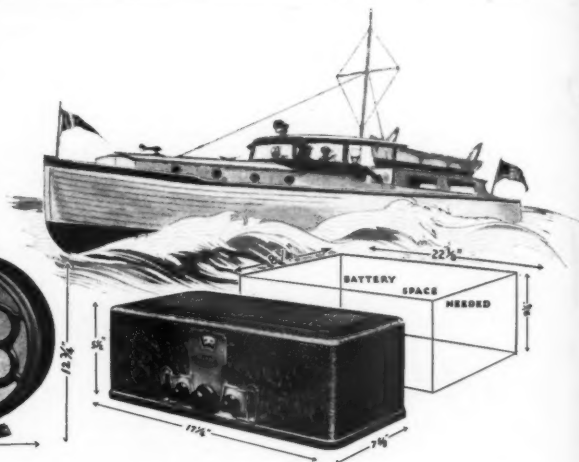
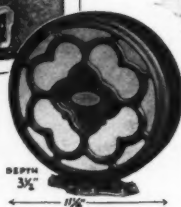




"YOU'RE THERE WITH A CROSLY"



The 5 Tube Dry Cell
operated
BANDBOX Jr. \$35



If the receiver on your yacht exceeds these dimensions *it's* wasting space

The 5 tube Dry Cell operated BANDBOX, Jr. \$35

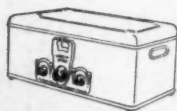
This little set is a wonder and its performance on dry cell batteries alone is amazing. It may be easily removed from its metal cabinet and installed in any panel by simply cutting necessary holes to allow controls to come through. Drain on batteries is economical. With it is recommended the

MUSICONE \$15

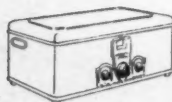
The original successful cone speaker—improved—modern—new. It is the outstanding magnetic type speaker today. Its finish matches the beautiful satin brown gold highlighted cases of the receivers.

6 tube Battery Type BANDBOX \$55

Like the BANDBOX, Jr., it may be easily installed in cabin or cockpit panelling. Genuine neodyne, complete shielding, acuminator equipped, modern illuminated dial, powerful, sweet toned, clear, selective and acutely sensitive. Uses storage A battery and B and C dry batteries.



**New AC Electric Power
Speaker GEMBOX \$65**
6 tubes, genuine neodyne. Operates on 40 to 25 and 60 cycles. All modern refinements incorporated in this model—the leading AC power speaker radio.



**8 tube AC Electric
SHOWBOX \$80**
Genuine neodyne, 3 stages of radio amplification, detector, 3 stages audio (last one being two 181 push-pull power tubes) and 280 rectifier. Operates on same current as GEMBOX.



**New Dynamic
DYNACONE \$25**
Introduces for the first time in the popular priced field power, volume, depth of tone and rich reproduction never before believed possible.

There's no need to tolerate an old-style bulky receiver any longer. Crosley has put an end to that.

The compact little BANDBOX or its smaller brother, the BANDBOX, Jr., will give you better reception than you ever dreamed of getting from the big old-timer. And the room you save! Just check up the dimensions!

On board yachts, where AC electric power is not available, use either of these Crosley battery operated receivers. Not only for the room they save, but for their power and efficiency, which not even the limitations of short antenna can hinder.

The BANDBOX and the BANDBOX, Jr., like the rest of the Crosley line embody all that is up-to-date in radio. The tremendous resources, the long experience, the amazing efficiency of straight-line production methods enable Crosley to build the best receivers at the lowest price.

There's a nearby Crosley dealer ready to show you how Crosley radio performs. Just ask him. No obligations. If you cannot locate him, write Dept. 62 for his name and address.

THE CROSLY RADIO CORPORATION

Powel Crosley, Jr., Pres.

Cincinnati, Ohio

Montana, Wyoming, Colorado, New Mexico and West prices slightly higher.

Prices of Crosley receivers do not include tubes.

CROSLY RADIO

NOVEMBER, 1928

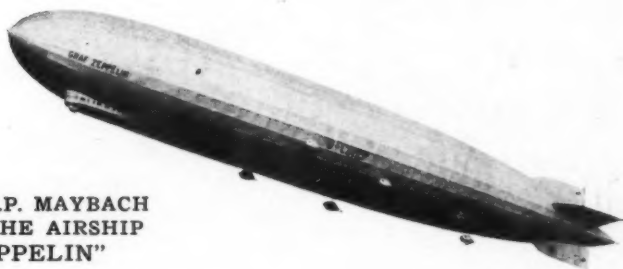
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YACHTS

Our latest deliveries include:



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ENGINES TO THE AIRSHIP
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50' CRUISER—14 M.P.H.
OWNER: MR. D. J. COLLINS



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A NEW 55' TWIN SCREW CRUISER NOW READY FOR SHIPMENT—SPEED 18 M.P.H.—\$30,000

Commuters . . . \$18,800 up
Cruisers 10,500 up
Diesel Yachts . . 38,000 up

NOTE: *Price quotations all include New York delivery. Duty and other expenses paid.*

• COMMUTERS WITH SPEED FROM 26-50 M.P.H.

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F. W. VON MEISTER, GENERAL AGENT

578 MADISON AVENUE, NEW YORK

Mention MoToR BOATING, 57th St. at Eighth Ave., New York

Announcing *the* NEW Richardson and Aft cabin Cruisabout or 1929



Although only 28 feet long and 8 feet 10 inches beam the New Richardson Cruisabout is the biggest boat for its inches you ever hope to step aboard. In it all the space from bow to stern has been used to best advantage. In it you find more comfortable accommodations than you ever thought possible in a boat of even larger dimensions.

The roomy cockpit is large enough to comfortably entertain your many friends—the after cabin is a cool, comfortable stateroom with wide, full-length berths that make you hate to “hit the deck.”

There are so many exclusive and unusual features found on this big little ship that the new Cruisabout folder has been prepared to tell you about them. We'll be pleased to mail you a copy. Write for it today.

RICHARDSON BOAT COMPANY, Inc.

374 Sweeney Street

North Tonawanda, N. Y.

The Cruisabout is displayed by:

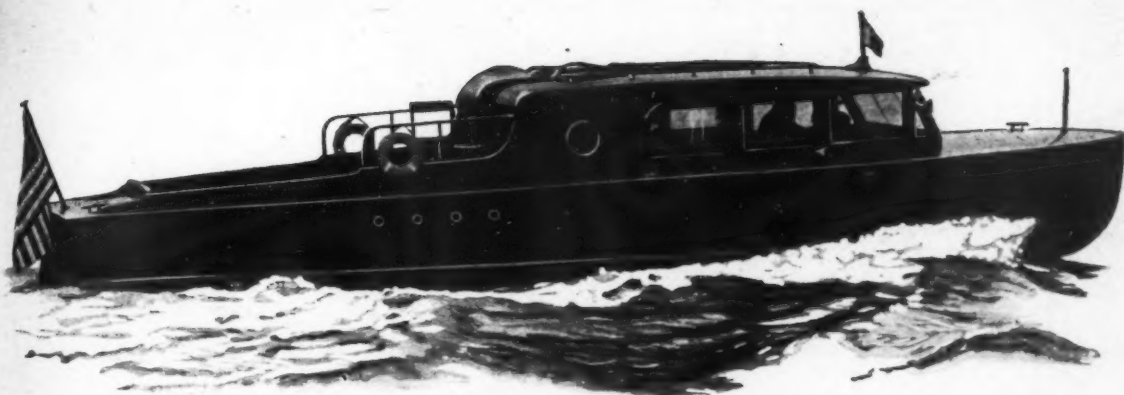
BRUNS, KIMBALL & Co.
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*the
new*

Richardson and Aft cabin Cruisabout



The Beautiful
ROBINSON SEAGULL
NOW DISPLAYED AT
A. C. F. Salons

THESE fleet, graceful runabouts will hereafter be displayed beside their sleek sisters, A.C.F. Cruisers, at the A.C.F. showrooms in New York, Detroit and San Francisco.

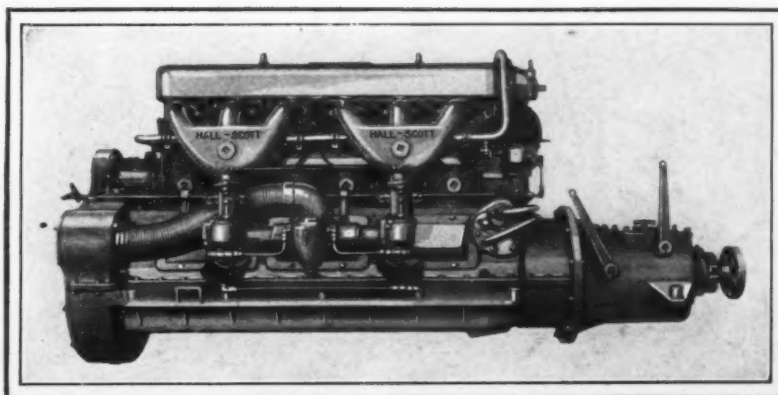
The Seagull is 38-feet 6-inches overall and ranks with the world's finest, in speed and in simplicity of control. It may be had in either of two arrangements—for commuting or for over-night sojourns.

Driven by the ever-popular Hall-Scott

200 H.P. Marine Engine, the Seagull easily negotiates 32-35 miles per hour, smoothly and unfailingly . . . for uninterrupted performance is an outstanding characteristic of every Hall-Scott.

Complete details will be mailed if you will address the A. C. F. Salon, 217 West 57th Street, New York; A. C. F. Salon, 500 East Jefferson Avenue, Detroit; or S. C. Kyle, 427 Rialto Building, San Francisco.

POWERED BY
HALL - SCOTT



A New Chris-Craft

A 38-foot, 30 mile-an-hour, vee-bottom luxury craft. Here is a fast, sleek, active boat that vies with the wind in speed . . . that will take you hundreds of miles in a few hours . . . that is so completely equipped as to compliment your most distinguished guest.

✦ ✦ ✦

From Chris-Craft proving grounds comes a sensational, new enclosed Chris-Craft combining all the speed and easy controlability of a runabout with the seaworthiness and luxury of the finest ocean-going yacht. ¶ Lines that are long, low and streamline . . . a spacious, luxuriously appointed cabin . . . eating, sleeping and lounging accommodations for the entire family. ¶ A boat that will move your pleasure horizon back hundreds, yes, thousands of miles! Let us tell you more about this remarkable new boat, the latest addition to the Chris-Craft line of 14 models. A letter will bring you the details promptly.

Chris Smith & Sons Boat Company

WORLD'S LARGEST BUILDERS OF ALL-MAHOGANY MOTOR BOATS

391 Detroit Road, Algonac, Michigan

THERE IS ONLY ONE CHRIS-CRAFT



NEW

FEED-A-MOTOR

P

UMPS STEADY FUEL FLOW TO YOUR ENGINE

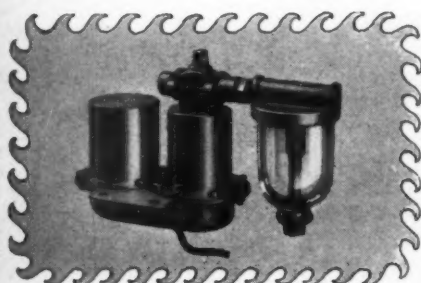
Feed-A-Motor pumps any required capacity of fuel up to 18 gallons per hour—three times the total capacity of any other electro-magnetic pump!

Your engine starts more easily, picks up faster, runs more smoothly with a Feed-A-Motor attached anywhere along the fuel line. Regardless of the type of motor boat engine, its speed or manifold vacuum, the supply of fuel is steady, positive, and clean.

The new Feed-A-Motor eliminates the fire risk—no fuel or fuel vapor admitted to the engine manifold. Parts are made of brass, bronze, and Monel metal. No fabric composition diaphragms or other depreciative materials used. A Feed-A-Motor under test for twelve consecutive months, during which it pumped over 175,600 gallons of fuel operating at full capacity day and night, showed no appreciable wear or depreciation.

Feed-A-Motor is simply constructed, easy to attach, fool-proof. It assures you of dependable engine operation on races and short and long runs.

Feed-A-Motor is guaranteed to operate satisfactorily when attached as directed. If defective, it will be replaced or repaired without cost within one year from purchase date if returned with seals unbroken.



Feed-A-Motor is electrically driven. A magnet flexes a copper bellows on the suction stroke. The reaction of the bellows causes the discharge stroke, in turn controlled by the carburetor float, which opens and closes a needle valve in the carburetor bowl. When the float falls, the discharge stroke of the bellows takes place, the magnet automatically drawing the bellows back for the suction stroke. When the float rises and closes the needle valve, the reaction of the bellows ceases until the float falls. The current consumption at six volts is only .04 amperes, or one-sixth the battery consumption of one of your radio tubes. Feed-A-Motor's battery consumption varies in proportion to the number of gallons of fuel pumped per hour. Feed-A-Motor pumps are made for 6, 12, and 32 volts D. C.

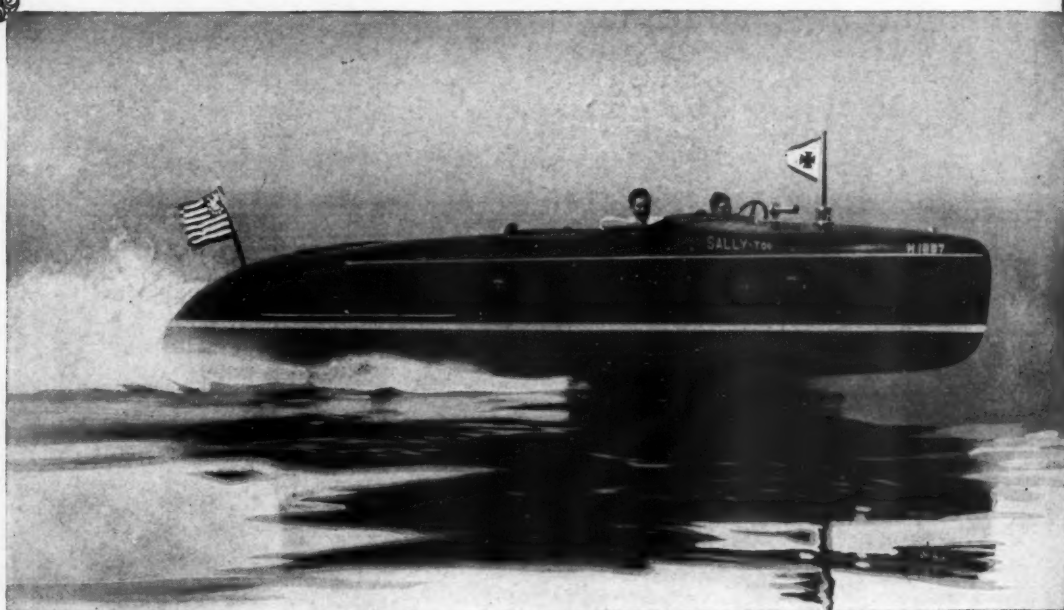
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**CONSOLIDATED
INSTRUMENTS**

CONSOLIDATED INSTRUMENT CO. OF AMERICA, Inc.
41 East 42nd Street, New York City

Western Representative
M. E. HULSE, 5391 Broadway, Oakland, Calif.

Manufacturers desiring to install Feed-A-Motor in quantities as standard equipment are requested to write for full information



Another Typhoon Achievement

THE express-commuter "Sally Too" built by the Luders Marine Construction Company of Stamford, Conn., for Mr. Austin J. Feuchwanger of Riverside, Conn.

The "Sally Too" is a two step hydroplane in design, 32 feet overall and 7½ feet beam with accommodations for eight passengers, six in the forward cockpit and two aft. The Typhoon Engine is be-

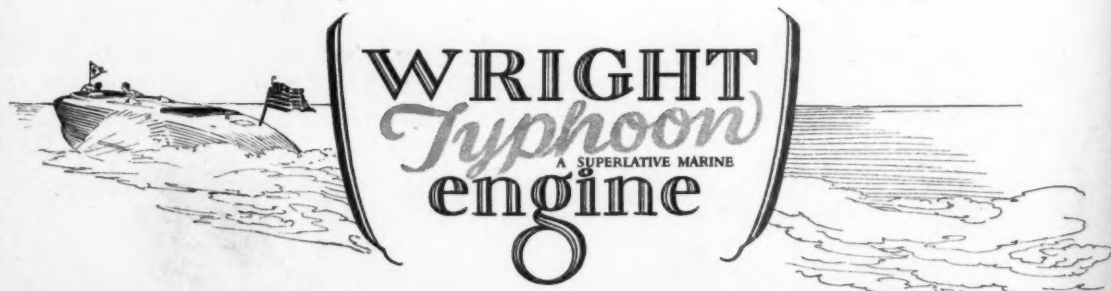
tween watertight bulkheads amidships.

Easily reaching 61 miles per hour in her trial runs off Oyster Bay, she has on several occasions since surpassed this mark on Moosehead Lake, Maine, during the past summer.

The "Sally Too" is another successful speedster designed around the capabilities of the Wright Typhoon Marine Engine.

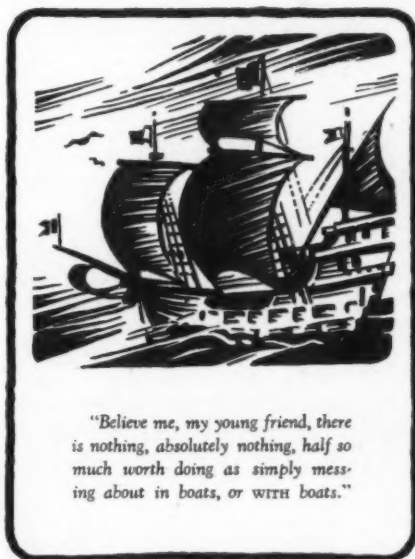
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WRIGHT AERONAUTICAL CORPORATION
Paterson, N. J. U. S. A.





The CRUISADER



The CRUISER

THOSE who are planning to spend the winter months in the South are invited to inspect our catalogue of CORSAIR Cruisers and Cruisaders—the ideal craft for yachting in all waters.



CHENEVERT & CO.

1030 Buhl Building

Builders of Corsairs and Custom-Built Yachts

Detroit, Michigan

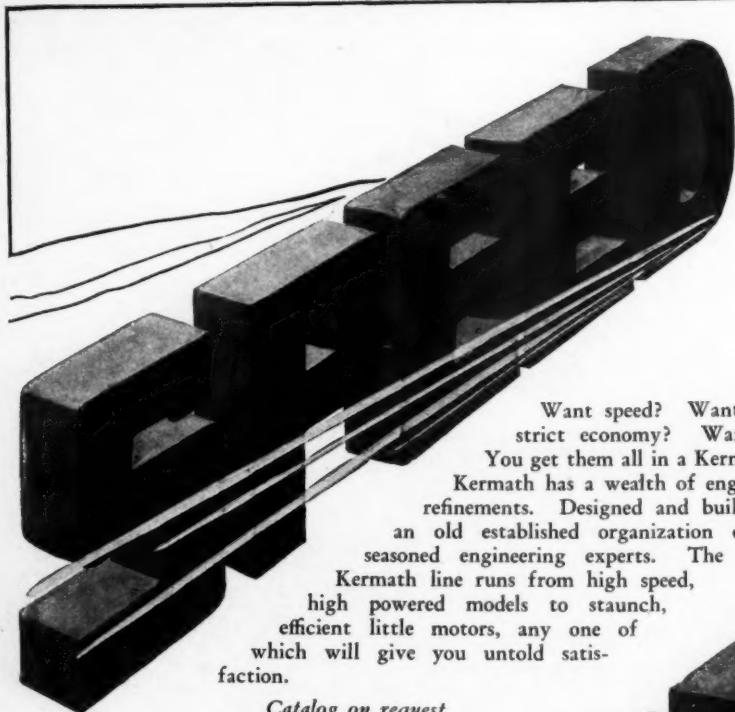
J. ROY TRACY
West End Boat Yard, Miami

HOWARD W. LYON, INC.
532 Lexington Ave. (Barclay Hotel), New York

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2503 Broadway, Toledo

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20 Brooklyn Avenue, Boston

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Want speed? Want power? Want
strict economy? Want endurance?
You get them all in a Kermath. Each
Kermath has a wealth of engineering
refinements. Designed and built by
an old established organization of
seasoned engineering experts. The
Kermath line runs from high speed,
high powered models to staunch,
efficient little motors, any one of
which will give you untold satis-
faction.

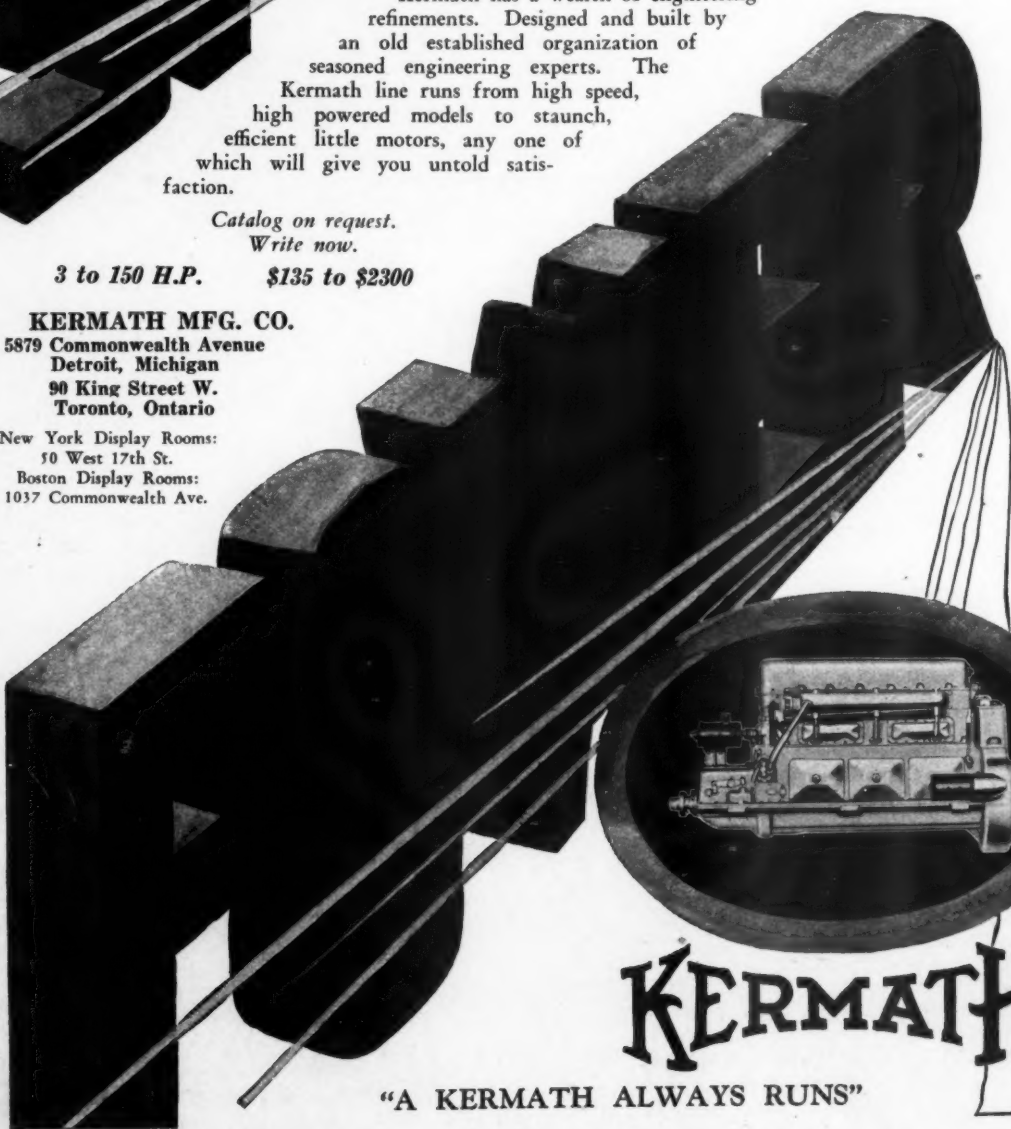
*Catalog on request.
Write now.*

3 to 150 H.P. \$135 to \$2300

KERMATH MFG. CO.

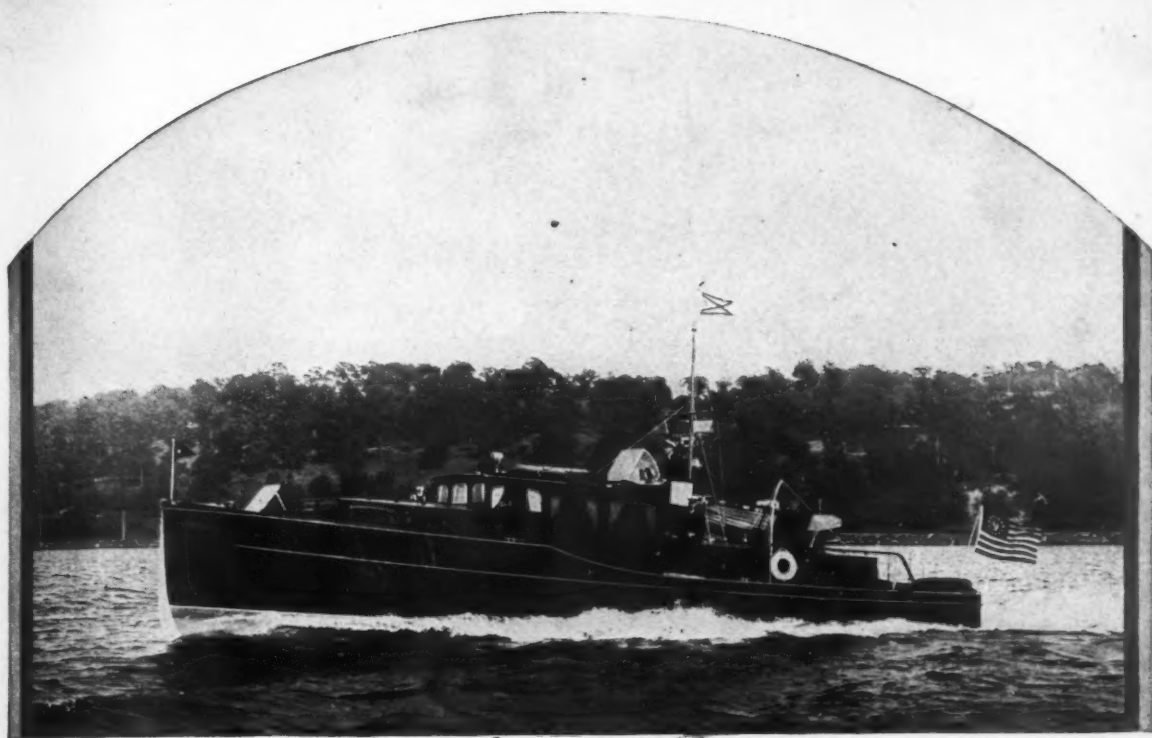
5879 Commonwealth Avenue
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90 King Street W.
Toronto, Ontario

New York Display Rooms:
50 West 17th St.
Boston Display Rooms:
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KERMATH

"A KERMATH ALWAYS RUNS"



**BUILT BY CONSOLIDATED FOR
WILLIAM RYLE**

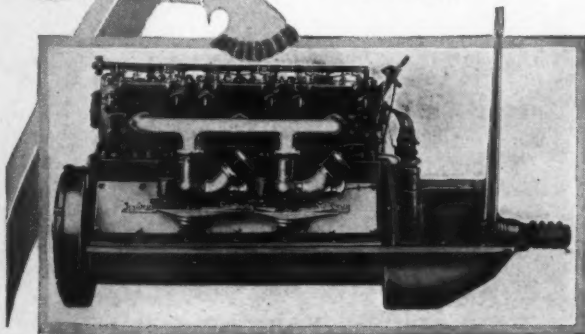
Length 55 feet
Beam 11 feet
Speed 25 miles

The Commuter

*Opens up a new and pleasurable mode of
modern transportation for the busy executive*



Powered by two
SPEEDWAY
Model M P
170 H.P.



THERE'S a sleek, well-groomed air of a thoroughbred to this new craft, designed and built by Consolidated—an air of distinction and quality that appeals instantly to every true sportsman. Back of its easy grace and its trim rakish lines, is rugged, business-like power, the ability to flash away—to get there quickly and back, while staunchness and seaworthiness are apparent in every line.

Invariably a man is as proud of his Consolidated craft as he is of his home. For in its performance, year in and year out, in its appearance and its luxurious and perfect appointments—on deck and below—he knows that beyond question his is as perfect as a boat can be.

Consolidated will be glad to discuss boats with you. Help you to determine what type of a craft will suit you best, and aid you with suggestions, plans and sketches for the craft you have in mind.

CONSOLIDATED SHIPBUILDING CORPORATION
MORRIS HEIGHTS · NEW YORK

Mention MoToR Boating, 37th St. at Eighth Ave., New York



26-ft. Sea Lion Runabout, \$4,000 Sedan, \$4,600

Fine Boats plus Fine Service

YOU will find the boats handled by this organization are not only the finest craft of their respective types on the market, but they are backed by the most complete service ever provided for buyers of high-grade

motor boats. The Lyon yard and service station at City Island is not only ready at all times to render efficient service to its owner-customers but has facilities for storing and servicing craft up to 150 ft. in length.

The Most Complete Line of Runabouts in New York

| | |
|-------------------------------|---------|
| 26-ft. Sea Lion Runabout..... | \$4,000 |
| 26-ft. Sea Lion Sedan..... | 4,600 |
| 29-ft. Hacker Dolphin..... | 4,950 |
| 29-ft. Dolphin Sedan..... | 5,850 |

| | |
|-------------------------------|---------|
| 26-ft. Dolphin, Jr..... | \$4,275 |
| 24-ft. Baby Dolphin..... | 2,975 |
| 12-ft. Laconia SpeedSter..... | 199 |
| 16-ft. Laconia SportSter..... | 369 |

Prices Quoted f. o. b. Factory

Lyon Electric Anchors—Johnson Outboard Motors—Chenevert Corsair Cruisers
Write or Telephone for Descriptive Literature

HOWARD W. LYON

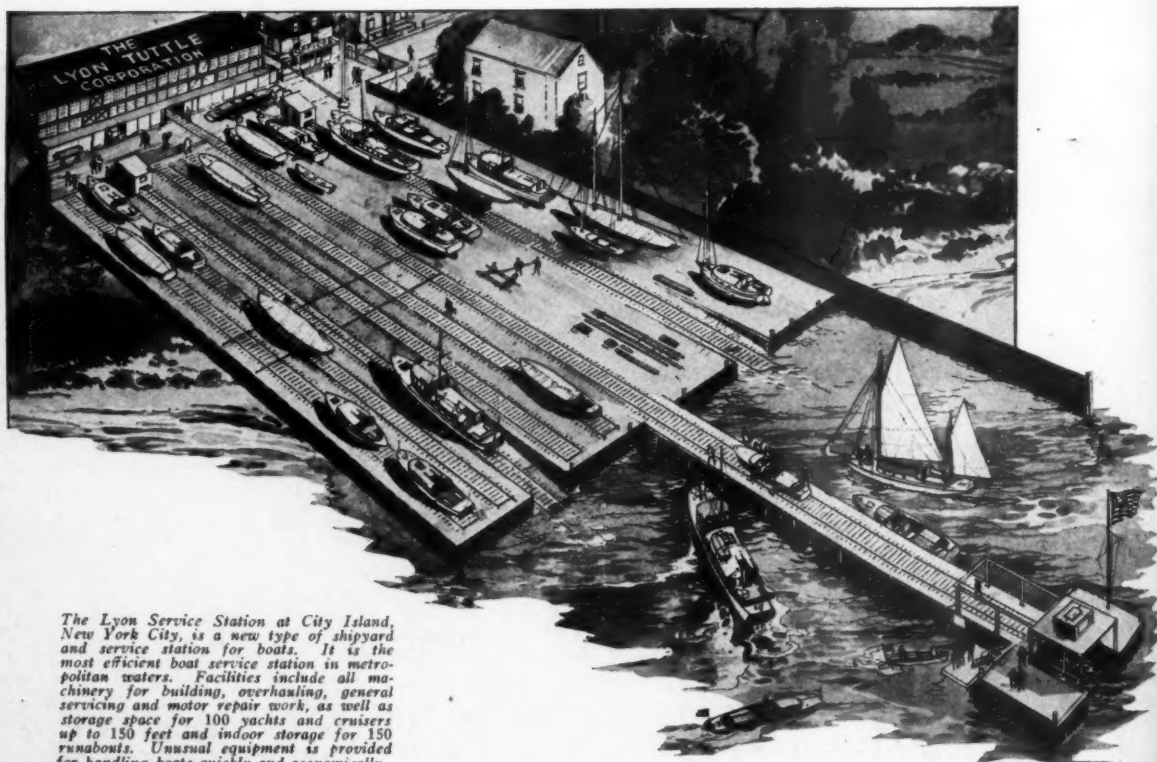
INCORPORATED

HOTEL BARCLAY 532 Lexington Ave. (at 49th St.)

Telephone:
Vanderbilt 4445

NEW YORK, N. Y.

YARD and SERVICE STATION: Fordham Street, City Island, New York City Telephones: City Island 1645-1646



The Lyon Service Station at City Island, New York City, is a new type of shipyard and service station for boats. It is the most efficient boat service station in metropolitan waters. Facilities include all machinery for building, overhauling, general servicing and motor repair work, as well as storage space for 100 yachts and cruisers up to 150 feet and indoor storage for 150 runabouts. Unusual equipment is provided for handling boats quickly and economically, insuring minimum delay and expense for patrons.



M. Rosenfeld

The Ida Lewis Yacht Club, which has been formed in Naragansett Bay and taken over the old historic light-house building for its quarters

NOVEMBER, 1928

Vol. XLII, No. 5

MOTOR BOATING

FIFTY-SEVENTH STREET
AT EIGHTH AVENUE
NEW YORK, N. Y.

Edited by

CHARLES F. CHAPMAN

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COMING EVENTS

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|---|---|
| December 12-23, 1928—Third International Nautical Salon at Grand Palais, Paris. | January 17-26—Motor Boat Show, Grand Central Palace, New York City. |
| December 15, 16—National Championship races, San Diego, California. | March 22, 23—Miami Regatta, Miami Beach, Florida. |
| | February 2—Palm Beach to Havana, Cruisers. |

Published monthly by the INTERNATIONAL MAGAZINE COMPANY, INC., at 57th Street, at Eighth Avenue, New York City.

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Single copies, per issue, Thirty-five cents. Yearly subscription in the United States and Canada, \$3.00. In foreign countries, \$4.00. When you receive notice that your subscription has expired it is best to renew it at once, using the blank enclosed. When changing an address, give the old address as well as the new and allow five weeks for the first copy to reach you. Copyright, 1928, International Magazine Company, Inc. MoToR Boating is fully protected by copyright and nothing that appears in it may be reprinted wholly or in part without permission.

The Badgers

A New Group of Sports Followers Appear in Great Numbers at the Harmsworth Regatta in Detroit

By H. G. SALSINGER

Courtesy The Detroit News

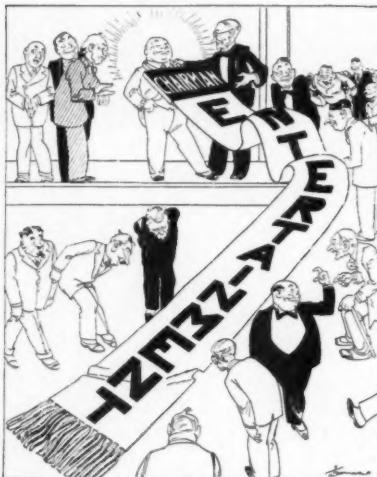
IT was officially known as Harmsworth Trophy Week but unofficially it was Badger Week. The Harmsworth race is merely the background for the parade of the Badgers, their biggest outing of the entire year. In the event that you are not fully acquainted with the meaning of the term, we will explain briefly that a Badger is a person whose ambition it is to wear a badge. Every sports event has its turnout of Badgers, and it is a rare occasion where the Badgers do not actually outnumber the performers.

Badgers have become so numerous in sporting life in the United States that they have developed into a serious problem, if not an actual menace, and there are times when they seriously threaten the progress of programmed events.

What to do about the Badgers has vexed executives more and more and official vexation was never so acute as in connection with motorboat racing. It is at these events that the greatest turnout of Badgers is recorded.

A few years ago, when the Gold Cup races were held in Long Island Sound, the executives tried a scheme that appealed to them as one steeped in diplomacy. They engaged a tug, loaded all of the Badgers onto this tug and had them towed out into the Sound. While they were some distance from land they were also in a choice position, the tug being anchored in a spot where the race could be viewed at close range. The executives were under the impression that a Badger's chief aim is to get a close-up of the action, but the executives discovered that this is the least of a Badger's desires. As soon as the tug dropped anchor the Badgers began fretting and fuming. There were suggestion about returning to shore. Many of the Badgers had forgotten to attend to important matters and simply must return. But the captain had been instructed to stay put and so the tug remained out in the Sound until after the race.

It was a harrowing experience for the Badgers. There they were, with their pretty badges and nobody to see them but other Badgers. And a Badger does not decorate himself for the eyes of other Badgers; he wears a badge to distinguish himself from the commoners who do not wear badges. Picture if you can, a tug loaded with Badgers and nobody to see them.



Courtesy Masonic News

GREAT MOMENTS IN HISTORY

The chairman of the entertainment committee finally receives a badge that is as big as he thinks it ought to be

AT one of the international races in Detroit there was an episode somewhat similar. The executives decided on a three-deck float and badges of four different colors. A yellow badge admitted the wearer to the float, a pink badge gave him standing room on the first deck, a purple badge was the admission sign for parking space on the second deck and a red badge admitted the wearer to the third deck. A policeman was stationed at each companionway to keep pink badges confined to the second deck.

Never was there more consternation at a gathering of Badgers. All of them, of course, wanted to reach the top deck, reserved for red badges and the policemen to whom was entrusted the stupendous job of keeping the Badgers segregated, were mobbed by wearers of yellow, pink and purple badges, all trying madly to mingle with the red Badgers.

* * *

CRIES of anguish sounded from below and the minor Badgers began calling for rescue. They managed to reach influential friends by wildly shouting, with the result that those yellow, pink and purple Badgers with influence to bear, were given permission to climb the companionway while their less fortunate brethren

swore vengeance as they stamped about the lower decks.

The result was nearly fatal. The top deck, originally, held about all the Badgers that a deck should hold but when the yellow, pink and purple Badgers got their pull working and became elevated to the third deck the float became top heavy, began to list and threatened to capsize. A fire tug stood by and, miraculously, the float stayed on the waters. Dumping a float load of Badgers into the river might inconvenience the Badgers momentarily but they would be willing to suffer this inconvenience because of the attending publicity. The ruling passion of a Badger's life is publicity.

* * *

THIS unfortunate occurrence taught a bitter lesson to the executives.

To create social strata for Badgers will never do. Every Badger believes himself better than the rest of the Badgers and to publicly classify one Badger above another Badger, as was done when three decks were built and yellow, pink, purple and red badges were given out, is an act lacking in diplomacy, to say the least. Some of the yellow and pink Badgers have never forgiven the executives and are still awaiting a chance to get even. It is rumored that even some of the purple Badgers of that dark day in Badgerdom, are also carrying a grudge. A Badger has a memory like an elephant. Hand a Badger a badge of an inferior color and he never forgets the wrong.

* * *

WHEN preparations were made for the Harmsworth Trophy race, the committee was in a tight spot.

"What to do with the Badgers?"

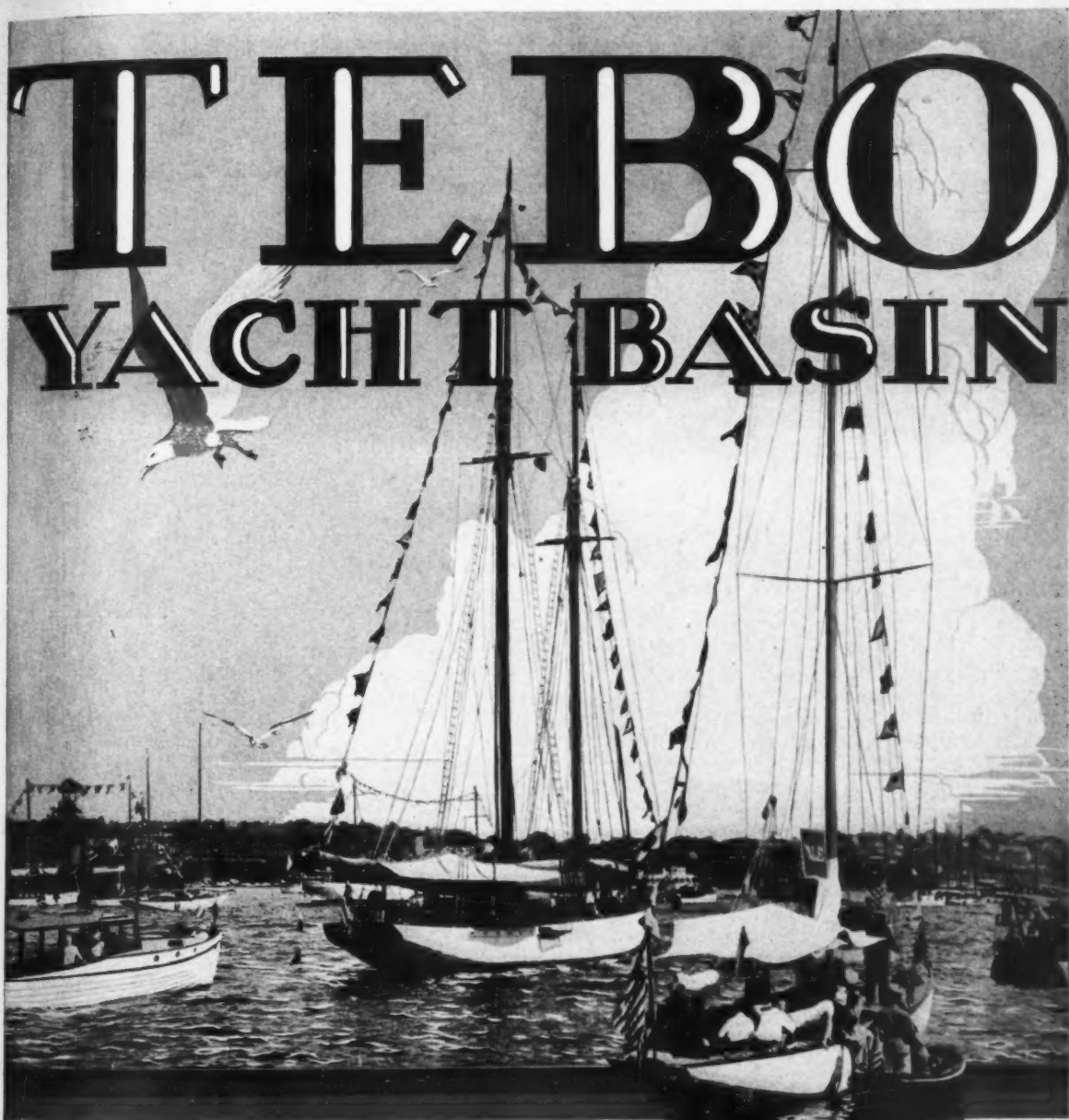
There were many suggestions but all inadequate.

The committee shuddered at the thought of arranging another three-deck float. It shuddered as much when badges of different colors were suggested. Diplomacy was the watchword of these meetings.

Not more than four boats were at the starting line in the Harmsworth race. Each boat carried a pilot and a mechanic, making a total of eight persons engaged in the race.

The committee on finance had been seeking donations for months. Of the Harmsworth Trophy fund, \$500 was spent

(Continued on page 76)



THE value of Tebo Yacht Basin Service to
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Navigation and Piloting Hints



IN our introduction to the rules of the road at sea in last month's discussion we mentioned the fact that whether one vessel has the right of way over another when passing is determined by which one is the privileged vessel and which is the burdened vessel, as they are called. The burdened vessel is simply the one which has the other vessel approaching on its starboard side. Now which section of the starboard side, you ask. The answer is, that section of the starboard side called the danger zone. The danger zone is that section of the water ahead of moving vessel, measured from dead ahead to two points abaft the starboard beam. Look into your compass some time and familiarize yourself with these points. They are valuable things to know.

There is another instance of right-of-way privileges in the overtaken vessel. Any vessel which is being overhauled by another from astern has the right of way and the overtaking vessel must keep clear.

DETERMINING THE BEARING OF VESSELS

You determine the location of an object, another boat, point of land, etc., by the number of points it is on the bow, forward of the beam, abaft the beam, etc. A point on the compass is eleven degrees and fifteen minutes of arc. Therefore if you say a boat is one point on the starboard bow you mean that it is in line with the first point on your compass to the right of straight ahead. Similarly two points is in line with the second point of your compass to the right of the lubber line (the line in the compass bowl which marks the bow of your boat) and similarly three points. Four points or 45 degrees is known as broad on the starboard or port bow as the case may be. After you get past four points you reverse the notation and instead of five points on the starboard bow, you say three points forward of the starboard beam and so on till you get to right abeam (midships) or 90 degrees on your compass. In like fashion you continue abaft the beam to the quarter. (Two points abaft the beam, broad on the quarter and three, two, or one, points on the quarter and right astern.)

WHAT THE SIGNALS ARE

The Danger Zone, as we have said, is the water ahead of the starboard section of a vessel measured from dead ahead to two points abaft the starboard beam. Any vessel which finds another approaching it in that zone is duty bound to keep out of

the way of that other vessel until both have passed clear. The other vessel (the privileged vessel) should hold its course and speed. Although this is a standing rule, the pilot rules permit deviation from this in case immediate danger of collision exists.

In order to avert this danger of collision there have been certain signals decided upon by which two vessels approaching head on or nearly head on may make known their course of action to each other. For steam or motor boats a whistle or similar device is used.

The signals are as follows: If you intend to pass the oncoming vessel with your port side to her blow one blast on your whistle. If you intend to pass with your starboard side to her (your boat veering to port) you blow two short blasts. This is easy to remember if you recall that the word port has one syllable and starboard two.

VESSELS APPROACHING AT RIGHT ANGLES

We have just stated the signals necessary when two vessels are approaching head on or nearly head on involving possible collision. There are several other cases in which the position of the boats in question are different but in which the signals apply in just the same manner as previously described. For instance: You are heading North and a boat is rapidly approaching from the East involving possible collision. The other boat has the right of way since she is in your danger zone. She blows one short blast meaning that she will pass ahead of you with her port side to you holding course and speed. You answer in kind with one blast and take steps to permit her to do so safely. Likewise if a vessel is approaching you broad-on the port bow you have the right of way and you blow one blast and proceed on your course, holding both course and speed. Note particularly that cross signals are never used. That is, answering a signal of one blast with two or vice versa. Also remember that the mere fact that you signal your intended move does not exempt you from strict observance of the rules of the road.

The vessel called privileged is required by the regulations to maintain her course and speed, while the other party to any situation involving two boats is designated as the burdened vessel and is required by law to keep clear by crossing astern of the privileged one, or if necessary shall reduce her speed, or stop or reverse.

SIGNALS FOR SPECIAL INSTANCES

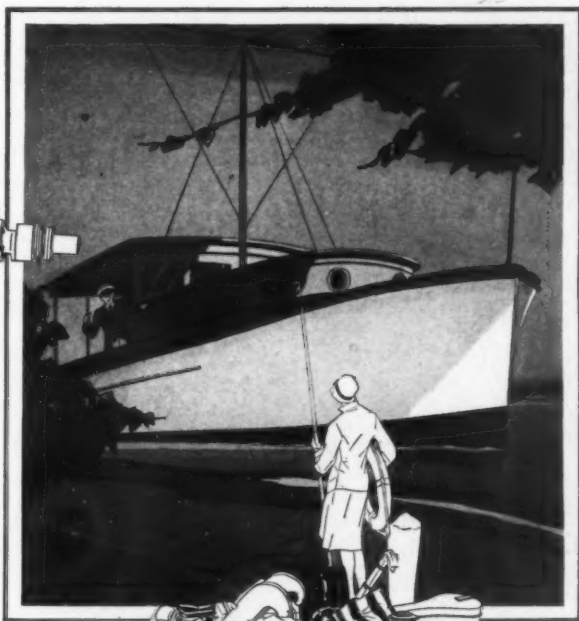
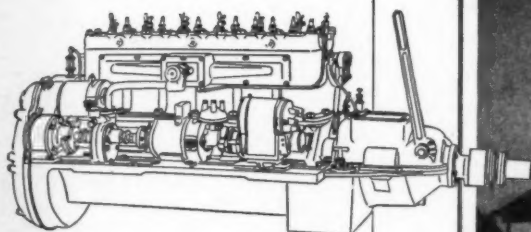
The signals mentioned in the foregoing paragraph are the most common and are really the only ones that the yachtsman with a small boat need worry about. But it is of considerable advantage to be familiar with all the forms of signals now in use for one never knows just when this information will be needed and immediately at that.

Here are some of the others: A vessel approaching a bend in a river where the view ahead is limited blows one long blast. When two vessels are approaching and the signals that they have exchanged are not clearly understood by one or the other, the one that is uncertain of the intention of the other blows the danger signal, four or more sharp blasts. When this signal is blown both vessels should stop until a safe course of action can be decided upon. There are one or two others that the yachtsman will probably never have occasion to use but we might as well cover everything. For instance a vessel leaving a pier or slip blows one prolonged blast. Such a vessel, incidentally, is not subject to the rules of the road until she is free and clear of the pier head. Other vessels must look out for her. And then when she gets out into the stream she usually blows three short blasts meaning my engines are going full speed astern. These three short blasts do not necessarily mean that a vessel is making sternway. She might at the time be reversing without having checked her headway.

WHEN TO USE WHISTLE SIGNALS

It is a rigid rule at sea that passing signals such as have been outlined above are never to be used unless the two vessels are in clear sight of each other. Thus in fog, mist, or low visibility passing signals are not to be used unless the oncoming vessel can be clearly seen and her course determined.

There are certain definite signals to be used in fog, mist, falling snow, heavy rainstorms, etc., by day or night. A motor or steamboat under way except when towing some other boat must blow one long blast at not more than one minute intervals. When towing some other boat it must sound one long and two short blasts at one minute intervals. The boat which is towed may give the same signals on the fog horn only, at one minute intervals. A vessel at anchor in fog, etc., must ring the fog bell rapidly for about five seconds at not more than one minute intervals.



The Engine

... must be compact!

A BULKY engine is about as handy in a cruiser as a grand piano is in a cozy little flat. In the 25 to 35 ft. cruiser of today room is limited, yet power and speed are demanded. To meet this need, Palmer Brothers have brought out a high powered compact engine . . . the Power Boy Six.

It is a six cylinder totally enclosed job, 3 1/2 in. bore by 4 1/2 in. stroke, giving 35-40 h.p. at 1200 to 1400 R.P.M. Refinements such as 2 1/2 in. 7 bearing crank

shaft to rid all vibration, electric starter, heater control, crank case ventilator, oil cooler, silent chain and Palmer built clutch have been included. It is an engine to enjoy, not to work over.

Power Boy Six is a worthy addition to the Palmer line. It is high speed and vibrationless and built of the same material and with the same care that has characterized our engine manufactory for 30 years.

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| YT1 - 1-cylinder . . . 24 h. p. | F4 - 4-cylinder . . . 35 h. p. |
| PNR1 - 1-cylinder . . . 6 h. p. | F6 - 2-cylinder . . . 50 h. p. |
| PNR2 - 2-cylinder . . . 12 h. p. | NK2 - 2-cylinder . . . 25 h. p. |
| PNR3 - 3-cylinder . . . 18 h. p. | NK3 - 3-cylinder . . . 35 h. p. |
| PNR4 - 4-cylinder . . . 24 h. p. | NK4 - 4-cylinder . . . 50 h. p. |
| ZR1 - 1-cylinder . . . 7 h. p. | NK6 - 6-cylinder . . . 80 h. p. |
| ZR2 - 2-cylinder . . . 18 h. p. | VH - 4-cylinder . . . 14 h. p. |
| ZR3 - 3-cylinder . . . 30 h. p. | VHL - 4-cylinder . . . 20 h. p. |
| ZR4 - 4-cylinder . . . 40 h. p. | Little Huskie |
| F2 - 2-cylinder . . . 18 h. p. | - 4-cylinder . . . 15 h. p. |
| F3 - 3-cylinder . . . 25 h. p. | Power-Boy Six |
| | - 6-cylinder . . . 40 h. p. |

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| New York, N. Y. | Portland, Ore. |
| 89 Third Ave. at 12th St. | Oregon Marine and Fisheries |
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American Motor Boat Records



Mile Trials

(Average of 6 One Mile Runs)
Mile trials, Miss America VII, owned by Gar Wood, Detroit, Michigan, September 4, 1928. Speed 92.838 m.p.h.

Gold Cup Class

625 cubic inch displacement boats
Fastest heat (30 miles) Hotsy Totsy, owned by Caleb Bragg, Greenwich, Conn., 1927. Time, 35:06.83; speed, 51.261.

Fastest lap (3 miles), Imp, owned by Richard F. Hoyt, Manhasset Bay, 1926. Time, 3:22; speed, 53.58.

Total race (90 miles), Greenwich Folly, owned by George H. Townsend, Greenwich, Conn., 1927. Time, 1:51:34.21; speed, 48.39.

(Unlimited Hydroplane)

Fastest heat (30 miles), Miss America, owned by Gar Wood, Detroit, 1920. Time, 25:44; speed, 70.0.

Fastest lap (5 miles), Miss America, owned by Gar Wood, Detroit, 1920. Speed, 71.4.

Total race (90 miles), Miss America, owned by Gar Wood, Detroit, 1920. Time, 1:28:07; speed, 62.0.

Detroit Sweepstakes

Fastest lap (3 miles), Packard Chris Craft II, owned by Colonel J. G. Vincent, Detroit, 1925. Speed, 58.95.

Total race (150 miles), Packard Chris Craft II, owned by Colonel J. G. Vincent, Detroit, 1925. Time, 2:41:47.10; Speed, 55.65.

British International Trophy

Unlimited Hydroplanes

Fastest heat (38.1 miles), Miss America I, owned by Gar Wood, England, 1920. Speed, 61.5.

Fastest lap (5.75 miles), Miss America V, owned by Gar Wood, Detroit, 1926. Speed, 72.70.

24 Hours

Rainbow IV, owned by Harry G. Greening, Lake Rosseau, Canada, October 2-3, 1925. Total miles, 1218.88. Speed, 50.78.

1½ Liter Class (Trial Runs)

Newg, owned by Miss M. B. Carstairs, England, March 12, 1927. Speed, 39.45.

In Competition, Little Spitfire, owned by J. H. Rand, Jr., Detroit, September 3, 1927. Speed, 42.17.

151 Class—Unlimited

1-mile straightaway, Spitfire V, owned by J. H. Rand, Jr., Albany, N. Y., July 5, 1927. Speed, 62.82.

In competition, Spitfire V, owned by J. H. Rand, Jr., San Diego, Calif., December 12, 1927. Speed, 55.42.

One lap in competition, Miss California, owned by Harris, Loynes, San Diego, Calif., December 12, 1927. Speed, 59.68.

151 Class Limited

In competition, Angeles, owned by H. A. Mills, Los Angeles. (Now Miss Rioco, owned by J. A. Talbot, Los Angeles), San Diego Calif., December 12, 1927. Speed, 47.12.

Mile trials, Miss Rioco, owned by J. A. Talbot, Miami Beach, Florida, March 19th, 1928. Speed, 50.60.

340 Class

Miss California, owned by Loynes-Harris, Houston, Texas, July 2nd, 1927. Speed, 50.99.

510 Class

Miss Houston IV, owned by Frank H. Robertson, Louisville, Ky., July 5, 1926. 10 miles—in competition. Speed, 51.28.

7½ miles, Miss Kemah, owned by Henry Falk, Houston, Texas, July 4, 1927. Speed, 53.41.

One Mile Trials—Miss Houston. IV, owned by Frank H. Robertson, Louisville, Ky., July 5, 1926. Speed, 53.43.

725 Class

5 miles—Helen, owned by M. J. A. Mitchell, Louisville, Ky., July 5, 1926. Speed, 61.22.

Mile straightaway, Doc's II, owned by L. R. Van Sant, Peoria, Illinois, October 11, 1925, winning King of Belgians' Trophy. Speed, 61.77.

Single Engine Hydroplanes

1 mile, Miss Chicago, owned by Sheldon Clark, Detroit, Sept. 3, 1921. Speed, 72.86.

15 miles in competition, Fore, owned by W. D. Foreman, Cincinnati, Ohio, September 29, 1923. Speed, 64.75.

OUTBOARDS

Class A

2 Mile Amateur

BRRRRRRR, owned by A. Sutherland at Springfield, Mass., July 8, 1928. Built by Cate Craft Corp., Lockwood engine. Speed, 24.00.

4 Mile Amateur

Bumble Bee, owned by G. Pickard at Wilmington, N. C., October 5, 1928. Built by Herbst Boat Co., Lockwood engine. Speed, 25.00 m.p.h.

2 Mile Free for All

Cute Craft, owned by A. T. Buffinton at Worcester, Mass., May 30, 1928. Built by Cute Craft Corp., Lockwood engine. Speed 23.841.

Class B

Mile Trials—Amateur

Min, owned by Alice Hallowell at Albany, N. Y., July 6, 1928. Built by Water Wracer Co., Lockwood engine. Speed, 29.709.

2 Mile Amateur

BRRRRRRR, owned by A. Sutherland at Springfield, Mass., July 8, 1928. Built by Cute Craft Corp., Lockwood engine. Speed, 30.638.

2½-Mile Amateur

Goo Bye, owned by D. Robinson at Lake Elsinore, California, May 6, 1928. Built by F. J. Pierce, Johnson engine. Speed, 23.529.

3 Mile Amateur

Powder River, owned by Dr. Rogers, at Oshkosh, Wisconsin, July 15, 1928. Built by Gordon B. Hooton, Lockwood engine. Speed, 29.59.

4 Mile Amateur

Bumble Bee, owned by E. Pickard at Wilmington, N. C., October 5, 1928. Built by Herbst Boat Co., Lockwood engine. Speed, 33.33 m.p.h.

6 Mile Amateur

Powder River, owned by Dr. Rogers, at Oshkosh, Wisconsin, July 15, 1928. Built by Gordon B. Hooton, Lockwood engine. Speed, 29.268.

4 Mile Free for All

Bumble Bee, owned by E. Pickard at Wilmington, N. C., October 5, 1928. Built by Herbst Boat Co., Lockwood engine. Speed 33.57 m.p.h.

Mile Trials—Free for All

Wilkie's Baby Cute Craft, owned by J. E. Wilkinson, at Worcester, Mass., May 29, 1928. Built by Cute Craft Corp., Lockwood engine. Speed 35.660.

2 Mile Free for All

Original Spencer Special, owned by R. M. Spencer, at Springfield, Mass., July 8, 1928. Built by R. M. Spencer, Lockwood engine. Speed, 30.901.

3 Mile Free for All

Wee Minneford, owned by E. Hauptner at Greenwood Lake, N. Y., July 5, 1928. Built by owner, Lockwood engine. Speed, 28.42.

Class C

Mile Trials—Amateur

Firefly II, owned by Charles Holt, at Newport Beach, California, June 3, 1928. Built by F. Ashbridge, Evinrude engine. Speed, 38.436.

1 Mile Amateur

Firefly, owned by Charles Holt at Long Beach, California, May 20, 1928. Built by F. Ashbridge, Evinrude engine. Speed, 33.333.

2 Mile Amateur

Baby Whale XIII, owned by H. R. Maddocks at Worcester, Mass., May 30, 1928. Built by D. N. Kelley & Son, Evinrude engine. Speed, 32.876.

2½ Mile Amateur

Bonnie Lass, owned by J. F. Graham at Lake Elsinore, California, June 10, 1928. Built by J. F. Graham, Evinrude engine. Speed, 34.749.

3 Mile Amateur

Chief Osh, owned by Dr. Rogers, at Oshkosh, Wisconsin, July 15, 1928. Built by Gordon B. Hooton, Johnson engine. Speed, 32.73.

4 Mile Amateur

Rubber Baby II, owned by E. Pickard at Wilmington, N. C., October 5, 1928. Built by Herbst Boat Co., Johnson engine. Speed, 35.38 m.p.h.

5 Mile Amateur

Bonnie Lass, owned by J. F. Graham at Lake Elsinore, California, July 4, 1928. Built by B. Holt, Evinrude engine. Speed, 36.00.

6 Mile Amateur

Chief Osh, owned by Dr. Rogers, at Oshkosh, Wisconsin, July 15, 1928. Built by Gordon B. Hooton, Johnson engine. Speed, 32.23.

(Continued on page 98)

A Landsman *Speaks up*

THIS was caught at luncheon in a club.

It is a straight lift from a gentleman who was *not* being interviewed. He was not conscious of anyone listening in and he has every right to have his privacy respected. When overheard he was telling the story of his week-end to an appreciative friend.

"My kids," he said, "have been playing all summer with one of those little Model 13 Sea Sleds and nothing would do but that I must see what a marvel it was and then go out in it.

"Tom got into it and did some sleight of hand tricks with that nickel-plated do-funny at the end. Suddenly she popped and he scooted away like a scared rabbit, turned, and came whooping back at a speed which made my eyes bug out.

"When he came in to the float I had to listen to an impassioned lecture on the manifold excellencies of the Sea Sled. You'd think to hear him tell it that there was nothing else in the world fit for a youngster to play with.

"Well, the little thing was only 13 feet long and I'm a fairly solid man. To tell the truth, I wasn't so desperately keen on going out in it, but I just couldn't have him or his brothers jarred by the thought that father was unduly timid. So out we went.

"After the first minute I was *there*. There was such a sensation of speed and security that I found myself presently wishing that the lake had been built a little longer.

"We came in to find my pet neighbor with another Sea Sled—a Model 16 this time. This was longer and shinier, and had more do-dadshitched onto it. When I tried to tell him what a good time Tom had given me, he brushed it aside with disdain. 'That's nothing,' he said, 'come out with me.'

"We left the float like a flash of light and when he had got all the nickel-plated things working just right he told me proudly that we were now doing 31 miles an hour. I don't know, of course, whether we were, or whether that was just the result of pride of possession, but if he had said 50, it would have been O. K.



This is the craft he had in mind for commuting—Model 28, doing 35 miles in a Sept. gale.



This is little Model 16 which converted him to Sea Sleds

by me. Whatever we were doing gave me the sensation of safe, fast flying which I had never met up with before.

"Now take you, you've bought Packard cars for years and I have always sworn by Cadillacs, and I presume that each of us thinks that he enjoys the last word in fast, comfortable motoring. But I'll tell you frankly that if I lived up the Hudson, or along the Sound, or down across Raritan Bay, I'd get me one of the big expensive Sea Sleds as better suited to a man of my years, and I'd commute to my office every decent day in summer. And I think just for the kick I'd get out of it, that I'd make sure she had a house on her and even include some of the indecent days.

"I never struck anything in my life that gave me such a gay sensation or came so near making me forget my years and my responsibilities."

The Sea Sled with its inverted "V" bottom and hollow bow, belongs in a class by itself for endurance, performance and safe speed, with resulting dryness and comfort which are unsurpassed even when driving fast into a rough sea.

As a commuting craft Model 28 is the beau ideal. She will give the man of means practically the precision of a train, the exhilaration of motoring and the special kick which boatmen get from the sea. Any small group can club on a Model 28 for commuting and make going to business in summer a pleasure instead of a penalty, and they can do this at an expense which is negligible compared with the pleasure to be derived.

Dealers are discovering that there is a satisfaction as well as a profit in handling the outboard Sea Sleds, because of the pride of performance shown by each new owner.

Exclusive features

Dependable as a fine car
Will not roll
Will not stick her nose under
Planes on her own spray
Does not drag aft
Navigates shallow water
Safe and dry at speed in rough
water

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THE SEA SLED CORPORATION

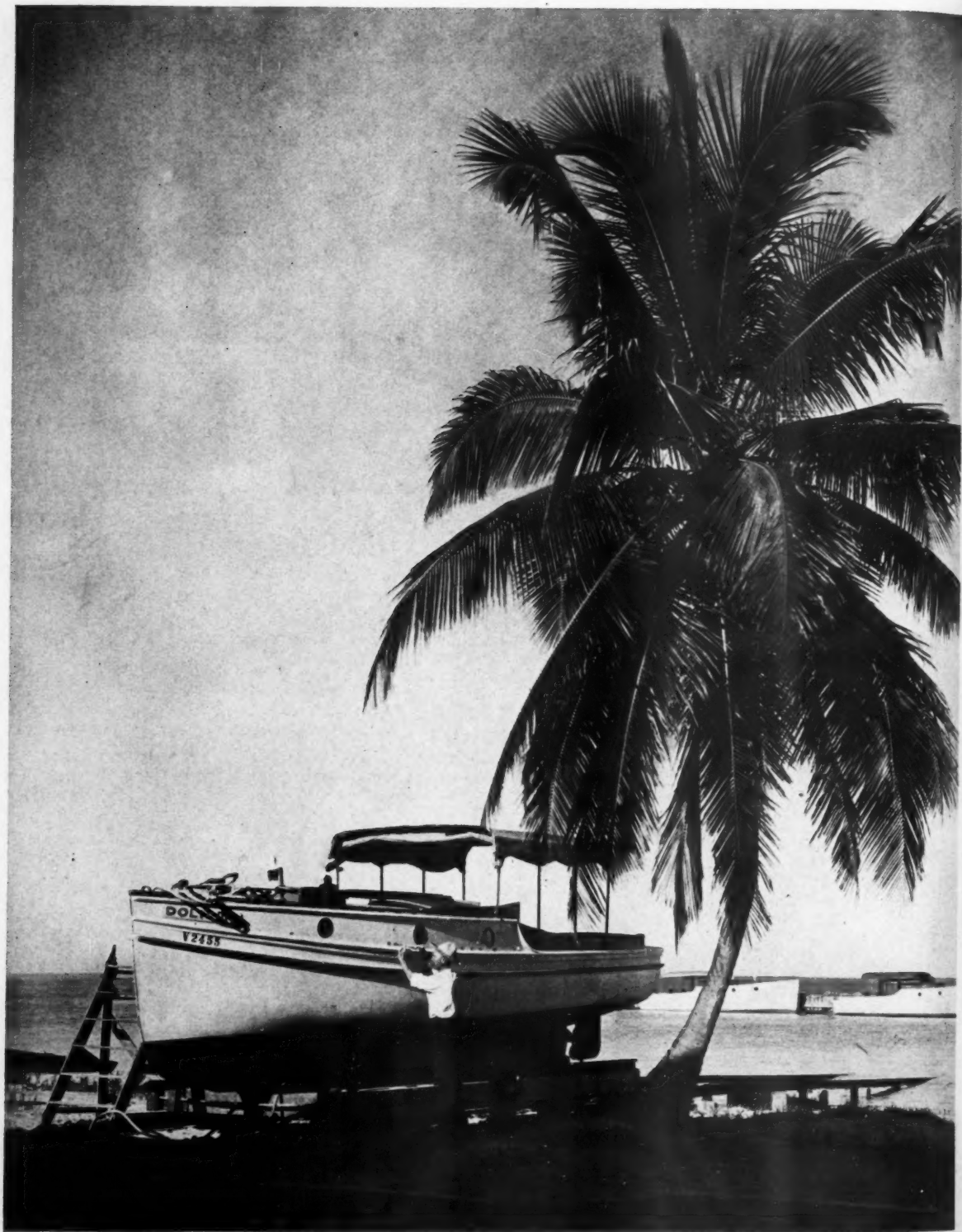
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226-228 Fourth Ave. at 19th St., New York
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SEA SLED

SPEED — WITH COMFORT AND — SAFETY

Exclusive uses

Commuting marine motor
Class racer for youngsters
Fast marine runabout for women
Day Cruiser for family
Tender for racing yachts
Harbor tender for sea-going
yachts



Photograph by John Kabel

It's Fitting Out Time in Florida

While the slim craft of our Northern yachtsmen are being rapidly tucked away for the winter, the Southern man is gaily adding the finishing touches to his dream ship before launching.

NOVEMBER

MOTOR BOATING

1928



Photographs by
M. Rosefeld

Bumble Bee, which,
with a Lockwood
motor, won all Class
A and B events

Ten New Outboard Records

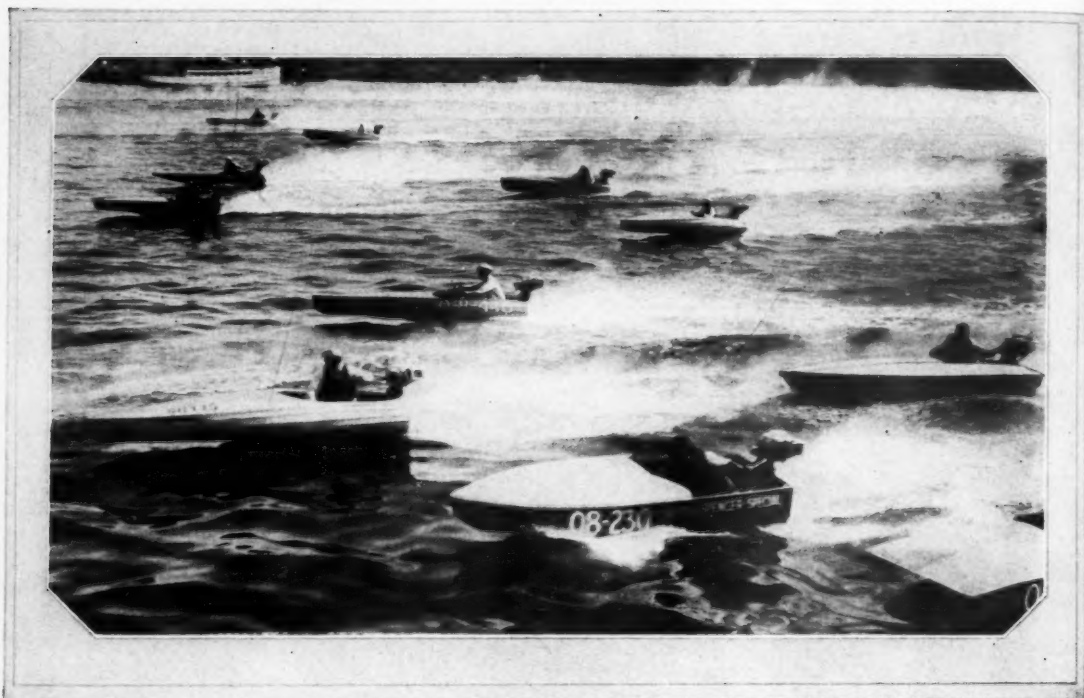
*Old Speeds Go to Smash in All Classes at A. P. B. A.
Championship Regatta at Wilmington, North Carolina*

WITH a setting and amidst surroundings that could hardly be surpassed for outboard racing, the American Power Boat Association Championship Outboard Regatta held on the Cape Fear river at Wilmington, North Carolina under the auspices of the Frying Pan Power Boat Club, brought together the season's champions from all parts of the country with the result that ten new American Outboard records were established before the two days racing was finished and some of the keenest competition ever witnessed took place.

The two championship events, the one in Class B for the Hall-Scott Trophy and in Class C for the A C F Cup were supposed to bring together the winners of important Class B and Class C events held everywhere during 1928. No one was

allowed to enter except those who had placed first, second or third in a sanctioned or approved event of 1928. The entry had to be the same or a similar outfit which had previously won. Thus we had real champions competing against one another for the final supremacy. Entries were received from all parts of the country, from New England to Florida and from the Atlantic Coast to the Mississippi.

It would be hard to imagine a more suitable place for an outboard regatta than Wilmington, N. C. The course itself was ideal, being located on the narrow Cape Fear river, calm as a mill pond and where the absence of commercial traffic and particularly the swells from fast runabouts gave the course added advantages. The local club and city authorities made an effort



Part of the field getting under way in one of the Class C races

to provide everything which should be provided for a successful race meet. The Mayor himself of the city of Wilmington was present, not only during the races themselves, but his honor, Mayor Blair, was one of the boys himself, mixing around with the outboard racers and enthusiasts and seeing to it that their every want was taken care of.

Under the leadership of Commodore John D. Corbett of the Frying Pan Power Boat Club, one of the most efficient Race Committees that it has ever been our good fortune to observe, was organized. This Committee handled the many race details so efficiently that there was neither delay or protest. Three meetings of drivers and contestants were held and any differences of opinions that existed were ironed out previous to the start of each days racing. A building was provided near the race course, several hundred feet in length, which provided free housing space for boats and motors. When a driver wished his boat launched, all he had to do was to say the word and sufficient help was provided so that the driver had little physical labor to perform.

Previous to the races the Committee announced that the rules requiring all motors to be strictly stock would be enforced to the letter and for once this rule was lived up to. After each event the Committee took charge of the motors winning first five places. After the conclusion of each days events, a very efficient technical committee, made a thorough inspection of the

motors, taking them down completely and weighed and measured the moving parts to see if any motors were pepped up. Altogether some 15 or 20 motors were inspected but in only one instance did they find anything which they believed to be non-stock. In this one case, the boat was disqualified.

The Class A Amateur race consisted of two heats of four miles each. Bumble Bee, a Herbst boat powered with a Lockwood motor, driven by G. Pickard of Wilmington, N. C. took first place in both heats. In the first heat he covered the four miles in 9 minutes and 53 seconds which is equivalent to a speed of 24.57 miles per hour, a new 4 mile Class A Amateur record.

However, in the second heat, Mr. Pickard covered the distance in 17 seconds less time than was required in the first heat, not only breaking his record established in the first heat but setting up a new American 4 mile outboard record Class A, Amateur of 25 miles per hour. Hoot Mon II owned by Dr. D. B. Downing of Detroit and driven by L. Collins took second place.

Class B Championship which consisted of three heats of four miles each, was won by

Bumble Bee driven by E. Pickard and powered with a Lockwood motor. This boat collected a total of 1122 points out of a possible 1200. Miss Atlantic, a Herbst built, Lockwood powered craft driven by J. E. Wilkinson finished in second place and Cute Craft driven by A. T. Buffinton of Fall River, powered with a Caille motor, finished in third position. The winner's



Ralph Harrington driving his Elto powered Century boat to a new American 4-mile record in Class D

best speed for a 4 mile heat was at the rate of 33.33 miles per hour, a new American record for this distance and Class.

The Class B Free for All consisted of two heats of 4 miles each and attracted seventeen starters in each heat. Again Bumble Bee, winner of the Class B Championship events, proved herself faster than any of the Free for All contestants. Eugene Pickard driving his Bumble Bee powered with a Lockwood motor, finished in first place in each of the heats. His time for each heat was seven minutes and 9 seconds, which is at the rate of 33.57 miles per hour, another new American record for 4 miles, Class B, Free for All. Miss Atlantic with J. E. Wilkinson at the helm finished in second place and Hoot Mon owned by Dr. D. B. Downing of Detroit finished third. The first three winners were powered with Lockwood motors, the first two hulls being built by Herbst and the third by Hooton.

In Class C Amateur event, consisting of two heats of four miles each brought out 20 starters. In this race, Eugene Pickard brought out his new Herbst boat, Rubber Baby II, powered with a Class C Johnson motor and completely outdistanced the entire field. Mr. Pickard's time for the first 4 mile heat was 7 minutes flat and for the second, 6 minutes and 47 seconds. The speed made in the second heat of 35.38 miles per hour, established a new American outboard record for 4 miles Class C Amateur. Baby Dart owned and driven by E. Boyer of Toledo, Ohio finished in second place and W-7 another Herbst boat

driven by S. W. Sanders of Wilmington, N. C. finished in third place.

Twenty boats came out for the Class C Free for All event consisting of two 4 mile heats. Eugene Pickard, who up to this time had finished in first place in nine events came out again with his Rubber Baby II, a Herbst boat with a Johnson motor and again ran away from the field with little difficulty.



A Fay and Bowen boat powered with an Elto Quad motor, driven by Colonel S. Tooley, which won the Novice Free-for-All event

In the first heat he finished eleven seconds ahead of Baby Dart and in the second heat was four seconds ahead of his closest competitor. Rubber Baby's best speed in the Class C Free for All, did not quite equal her speed in the Amateur event but her speed of 35.12 miles per hour was considered very good considering the condition of the water at the time this event was held.

Twenty four craft started in the first of the three 4 mile heats of the Class C Championship. This event proved to be simply a repetition of the other Class C races for Eugene Pickard with his Rubber Baby II again outdistanced the field and set up a new American record. This time he went twice around the two mile course in the first heat in 6 minutes, 45 seconds which is at



Julius Herbst at the helm of his King Bee, which, powered with a Johnson Giant Twin, led the field in the Class E Free-for-All event for three miles

the rate of 35.55 miles per hour. Baby Dart driven by E. Boyer again took second and Spencer Special driven by A. S. Titcomb was third.

The Class D Amateur race consisted of one heat of 4 miles. Orange Blossom owned by Mrs. Genevieve Atwood of Florida and driven by Ralph Harrington (Continued on page 110)



Eugene Pickard driving his Johnson powered Rubber Baby II to victory in the Class C events



Never has the world emerged so exquisitely from its apparent oblivion

Alaska *and* Back on Sea Pirate

*Two Thousand and More Miles Through the Beautiful Inside Passage
Between Seattle and Juneau in a Thirty-Foot Auxiliary Sloop*

By MILTON A. DALBY

UNTIL only a sort time ago I had known the spinner of this yarn as a rather strongheaded lad, very practical and inclined to cynicism. Surely I had not suspected in his makeup the side to his character this yarn disclosed and I believe my friends were as surprised as I at the revelation. He is a dogmatic youth, rather awkward socially but firm in his convictions. Nothing blunts one's ability to sense the romance, love of adventure, whatever you might call it, that lies hidden in most men, more than the daily humdrum of life in the business and formal society of any large city.

B. C. Gregory is past twenty, yet on that long to be remembered evening as he told his tale to us, we could have closed our optics and easily believed that we were listening to the eager recital of a man far wiser and older than he.

The scene is a certain home overlooking the picturesque harbor of Seattle town. The hour is late Saturday evening. Ere we were settled in our chairs with pipes alight and feet stretched out

towards the glowing logs several cronies dropped in. There was a stomping in the vestibule, a great hullabaloo, and our friends were welcomed whose appearance presaged a full evening. Chairs were pulled up, another log was laid on the fire and the shower of sparks it sent upward lighted seven or eight faces showing serene contentment with the promise of the occasion. Midnight had chimed before B. C. warmed to his subject. I do not even recall what stimulated him. But I do remember the eager look in his eyes, the pauses in which he seemed to live over again some particular secluded inlet of that rugged coastline, and boundless enthusiasm for it all that none of us had ever hitherto expected.

"You fellows have never met ol' Skookum Chuck, of Seattle, of course," he began. "For none of you has ever had sense enough to drop college long enough to get out on the highway of God's inland motorboat trails. And not knowing Old Skookum Chuck you can't understand what it actually meant to



Walter P. Miller

The topographical difficulties at Juneau, Alaska, have caused many buildings to be erected on piles over the water

me one day when he slipped his sinewy arm over my shoulders, smiled that famous Klondike smile and said:

"Son, how'd you like to take a little cruise up North on the old ship, along with the gang of pirates we took up Hoods Canal way last summer? How'd you like it, huh?"

"How'd I like it! How'd I like it?"

"Boys, if you could only just faintly comprehend what that meant to me, what visions it called of long, gorgeous days afloat in the Northern wonderland! If you could know what days of keen contentment! But what the 'ell is the use? You can't—it isn't in your blessed souls, so don't try. It might hurt! But just take my word for it, that nothing on this earth, round the compass from Gotham town, above or below, could have kept yours sincerely from being one of the crew when the auxiliary sloop, Sea Pirate, started on that voyage through fairyland.

"She is 29¾ feet of solid comfort! Some ship the Sea Pirate! She is eight feet across, perhaps you don't know that across means beam, has a draft of 5½ feet. For an auxiliary she carries a PNRL, Palmer, single cylinder, 6 hp. gas engine, that spins her along five or six miles without the use of her canvas.

"Facts and figures may

not interest you dry land sailors but her keel weighs 1,500 pounds alone. Her planking is of ¾ inch Douglas fir, her ribs of 1½ inch quarter sawed oak, oak knees and brass fittings throughout. She had seen over three decades of service on the sea, having been built in 1896, but even so she was put together to sail for many, many years. Sleeps three, has a good stove in the galley, a large water tank forward, and abaft the water tank is her twenty five gallons gas tank. She is a sloop rigged, knockabout type, designed after the famous thirty foot Caseys. I'm not much on sails but she carries a gaff, a balloon for sailing and a spinaker for quartering. Well, to make a long story short, she was stowed from bow to stern, all hands were piped aboard, we

raised the hook at the home of the Seattle Yacht Club and were off with Juneau, the Alaskan capital, our destination if we had to swim to get there."

"Yes, men, Juneau was our goal. Our intentions were to cruise and sail through the famous inside passage, where silvery cataracts plunge down from the sheer sides of majestic mountains; where long ground swells sweep in from the heaving Pacific; where cougars, bears and other sundry living animals roam the forests and the waters are full of fish that are delicious eating



An attractive camp site on one of the many inlets



The rocks, the trees, that seem so keenly alive, all melt into nothingness, fade away before one's eyes

and sport snaring. Thus we put to sea, on a ship to live on, a ship to think about, a ship to remember through the ages!"

"Three shrieks of our whistle, we bade Seattle adieu and stuck her nose into the blue heaving swells of Puget Sound, with all hands feeling like a million dollars drawing 8%."

"There were three of us. Skipper Chuck Clay, alias Skookum Chuck, one of those lads who has more ironbound nerve than is really good for his constitution; First mate Bing Jensen, who also worked the levers of the Palmer powerplant; I was galley hound and keeper of the logbook. Brothers, no finer sailors ever shipped to sea than Chuck and Bing, put them down with Marco Polo and Christopher Columbus for real he man navigators. Remember that salient point!"

"Blue sky overhead, a high, pure dome of it. Just a few cottony clouds to emphasize the depth of its blue. The near background of cool pine woods and the farther view of jagged peaks of the Cascades, some tipped with white, some somber blue-black and forbidding. Southward, Mount Rainier her cone of mysterious white hanging twixt heaven and earth; a vision, with the haze of the lower levels obscuring the dark, expansive wastes beyond."

"Over against the Western sky, the long snow-streaked Olympics fading from the eye in the gradual descent to the lower lands of the Columbia away sou-westward."

"Fellows, you may think I'm a hell of an egotistical chap but in my three trips around the seven seas a few years back, I never saw any scenery that could duplicate that of Puget Sound. Yeah, brothers, that scenery is worth the price—worth any price to be out there and gulp in what the Master Craftsman has pictured on nature's canvas with a dexterity that has never been equalled and perhaps never will be."



Stark Indian totems at the historic town of Wrangell, Alaska

"That is what we sailed away from that afternoon. Up back of Whidby Island we went, bound for narrow, rock-lined Deception pass, a wonderful day's run, with an occasional brush now and then with a fraternal brother—some grim fisherman who was winging his way for the banks where the silver hordes run in schools. Sometimes those hearty men thought they had fast boats, but we fooled 'em once in a while, when our canvas filled with a fair wind and our Palmer chugged away—we fooled 'em then and waved a cheery greeting past the fluttering ensign."

Twilight fell. Soft, velvety twilight of the higher latitudes. We found a snug harbor and had for company a fisherman or two, while a tug with a

tow of huge firs was waiting for favorable tides to churn through Deception.

"Clouds were low—cottony, cumulus clouds that scudded across the dome of the Heavens. Bing hauled up the hook with his sinewy arms and we chugged out into the tide, now gathering impetus in the first hour of its rushing ebb through the narrows to the straits beyond. We went careening through Narrow Deception pass, the big, beamy boat swinging and rolling in the playful water."

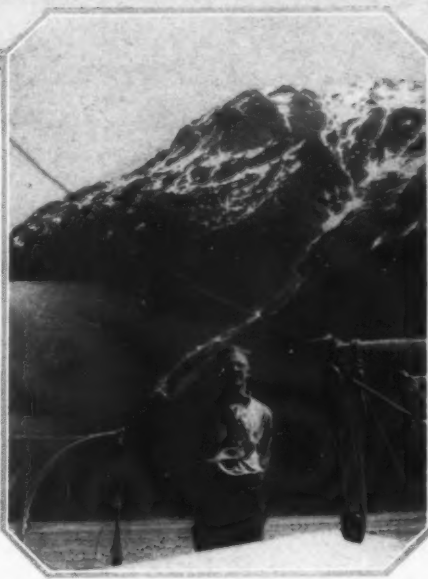
"She emerged from the pass like a fairy bird floating over the glassy sea, and bucked straight into a wall of chill, blank fog, so dense, in fact, that we could not make out Deception island, in the very jaws of the widening channel. Chuck knew his bearings, however, and the slim Sea Pirate was soon rising and falling gently to the swell of the broader rollers outside."

"Comparable to heading into the depths of a cool, impenetrable abyss we drove her full speed ahead into the nothingness of it all."

"Off our quarter bow we heard the deep triple whistle of an oncoming tow, perhaps some grim Puget Sound tugboat with a huge raft of firs."



The mighty ice capped mountains along the inland way to Alaska



Native log canoes used by the Indians of Alaska for their fishing and boating

"Slowly we could make out the picturesque chug-chug-chug-o-chugalug—of her diesels as they turned—stroke for stroke—and suddenly, out of the dusky void ahead loomed darker shapes and we rang down to slowest speed to give the passing skipper full channel with his giant tow. He passed and we jogged onward, with Lopez pass our immediate point in mind.

"Bing, Chuck and I breathed deep that setting of Greek Gods. We slapped our chest, thanked the Creator that the world of motorboating had such things as ships, sails and cast iron engines for the convenience and accommodation of those who'd harken to the joyous calls of the rolling blue."

"Aye brothers, that was about 6:30 o'clock in the morning, about the time you Tappa Kegga Beera Fraternity boys were rolling out of your pesky bunks. Do you git wot I mean? Breakfast that morning was like a legacy of half a million—a veritable dispensation from the Greek Gods that rule the waterways of the cosmos."

B. C. paused, his slim, athletic figure quivering like a thousand living, animated charges of electricity were charging through his cells. Willing hands syphoned him a drink. His mind was away—a couple of hundred miles upstate, where a glassy, smiling sea and secluded inlets beckon one on and on. Yeah, those inland waters were harkening in his mind—were calling B. C. with a million vibrating voices from the dusky voice. He started, again:

"We enjoyed those glorious days. They were electrifying, satisfying days that fairly put us into the very best of condition. Those Northern latitudes and woods have none of the sensuous lure of the tropics, that softens the muscles and saps the vitality of the best of men. Their lure is a vital force, a compelling magnetism that puts the best in that animal called man. It was real living. Joyous Days! Happy Days!

"We chugged on and on, in perfect unison with each other and the deeper surroundings called life itself. Sea Pirate foamed on her way, the charge of her muffled explosions reverberating against the evergreen hillsides of the San Juan islands. Silver ribbons striped the mountain sides, where tinkling waterfalls tumbled down from dizzy heights into the mirrored sea below. On and on we cruised, through that labyrinth of many Heavens!

"Night fell. The soft, dark night of absolute quiet, of absolute solitude, absolute peace. The night a cruising man loves.

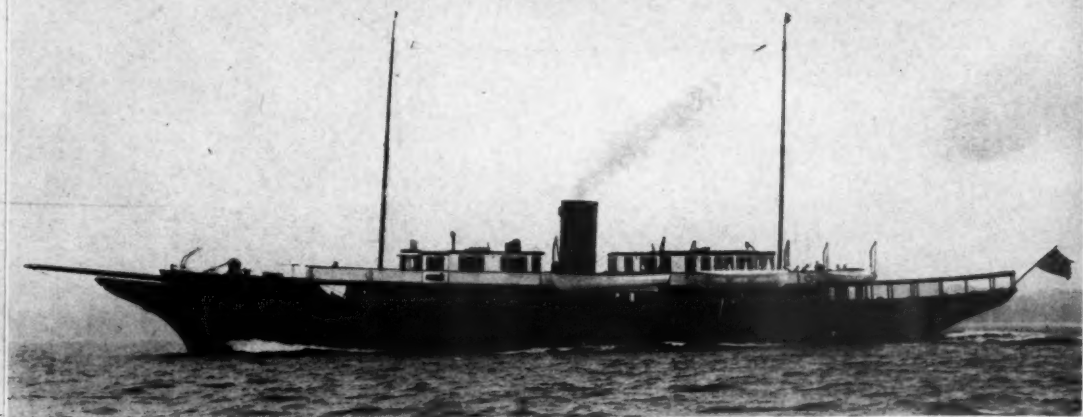
"Among other things you have still to live for is a morning deep in one of those San Juan inlets. You awaken to

a cool, damp twilight that gradually grows bright as the rays seep through the bank of fog that hangs over all that part of the world. Inch by inch the rolling masses of vapor climb up the mountain sides, leaving a shaggy remnant clinging in great bunches above the dark green pines; remnants that melt away even as you watch them. The patches of snow far up the mountains, the glaciers, the shimmering waterfalls, the bare granite of the higher peaks; all stand out boldly and sharp and wonderful, oh, wonderful as paradise!

"Did I mention static before? Well we did have a radio on board, a five tube Atwater Kent. Bing tuned in and as we sat around the cabin and listened we could hear the announcer in Seattle. 'Station K. J. R., Miss—so and so will sing, Ramona.' We listened, the wonders of the air enthralled us, the night was calm and clear with a full moon. Our ship rolled slightly and the merry tunes lightened our hearts as we killed away that joyous evening.

"I have seen the miracle of many strange, weird fogs, the gradual envelopment of one's entire world, the blotting out of the very reality of all that

(Continued on page 78)



Camargo, the newest diesel yacht, completed from Gielow designs for Julius Fleischmann of Cincinnati



The pretty dining saloon in the forward portion of the continuous steel deck house

The Clipper Yacht Camargo

A Return to the Distinctive Old Time Bow

Which Long Denoted the Ship Beautiful

DIFFERING from the recent trend in diesel yacht design Camargo, one of the newest of this type, has been fitted with a clipper stem which is most graceful. The boat itself is built entirely of steel and is fitted with twin screws and in every way a thorough ocean-going vessel. She was designed by Henry J. Gielow, Inc., and on completion by her builders, George Lawley and Sons, Corp. of Boston, was turned over to her owner Julius Fleischmann of Cincinnati.

The old style clipper ship with its graceful, trim and extreme lines has always been considered a most beautiful type of ship and Camargo is a distinct return to the old time clipper bow as used on the steam yachts of days gone by. The hull and deck houses of this boat are built entirely of steel and according to the highest classification of Lloyd's rating 100 A-1 plus. The

power plant with which she has been fitted consists of a pair of Bessemer diesel engines capable of producing 800 h. p. each and in turn driving the vessel at a cruising speed of 14 knots. In order to keep the engines supplied with fuel on long cruises an abundance of tank capacity has been built into the ship.

In these modern days electricity is one of the indispensable aids to comfort. In order to produce the electrical power necessary on the boat she carries two fifty k. w. generating sets also driven by the Bessemer diesel engines. The power from these units is used to drive a Brunswick-Kroeschell refrigerating plant to take care of the large cold storage rooms and refrigerating spaces. Other modern equipment aboard includes a Sperry Gyro Compass installation, a Sperry Gyro Pilot and powerful R. C. A. wireless receiving and sending sets and a radio direction finder.



on the main deck. Just astern of this is the butler's pantry and the galley. The engine room widely separates the forward from the after portion of the deck house and the main living saloon occupies most of the deck house in the stern. There is in addition a music alcove and staircases leading below to the stateroom deck and another leading up to the boat deck.

The boat deck is extremely wide and also carries two steel houses. The forward one of these is used in

part as an owner's observation room and also for a stateroom for the captain and a radio room. The deck

A feature of Camargo is the owner's private suite on the main deck aft

Photographs by E. Levick



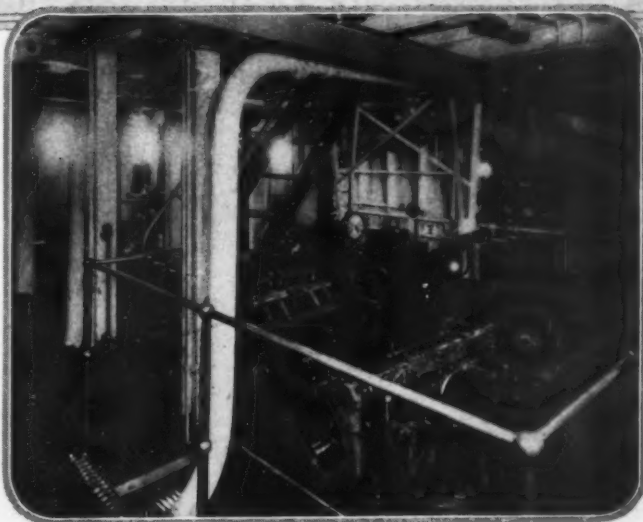
The owner's observation room in the forward deck house on the boat deck

Two 800 h.p. each Bessemer diesel engines occupy very little room and drive her 14 knots

On her initial trial trips Camargo has cruised along the coast as far east as Labrador and after a refitting in New York started on a noteworthy cruise through the West Indian Islands which promises to cover more than eight thousand nautical miles before the vessel will return again to her home port in New York.

For the comfort of her owner there are six double staterooms aft, each of which has its own private bath. In addition to these there is a further stateroom and bath for a maid in the owner's suite. The owner's private quarters are one of the features of this boat. They are located on the main deck in the after portion of the deck house, and comprise among others, the owner's stateroom, the Madam's dressing room, Madam's bath, owner's dressing room, and owner's bath. Another feature favorably commented upon throughout the entire ship is the unusual size of the wardrobe spaces. In connection with each stateroom there are very large clothes closets and also a full length set of drawers in connection with each wardrobe.

The dining saloon, one of the most artistically arranged of its kind, is in the forward portion of the continuous steel deck house



house in the stern is used as a gymnasium and is protected by a fine big deck shelter. The deck space provided on both the boat deck and the main deck aft is most unusual in a boat of this size.

An interesting item of equipment on Camargo is the Fathometer sounding device. This is being supplied to new ships and permits continuous soundings while the ship is in motion.



Looking aft in the deck house dining saloon, one of the most attractive apartments of the boat

Ballkim, G. B. Kimball's Seventy-Five Footer

*Modern Trend in Fine Yacht Construction Well
Brought Out in New Eldredge-McInnis Design*

THE modern gasoline yacht is being called upon to produce more speed and comfort continuously. It is the aim of all designer's to turn out boats which are fast and able and at the same time embody these qualities to a greater extent than any previous similar boat. A recent new yacht which has been designed by Eldredge McInnis, Inc. of Boston might almost be said to be the last word in yachts of this kind. She was built for George B. Kimball of Boston at the plant of F. D. Lawley, Inc. Quincy, Massachusetts. Ballkim is 75 feet in length and has a beam of 17 feet. The draft has been kept just under five feet, being in fact two inches under.

In order to permit a boat of this size to move at the expected rate of speed it is necessary that stream lining and a reduction of air resistance be worked out in the fullest degree. This is the case in this boat and her lines and superstructure have been very carefully planned. She has a most graceful flare forward and the tumble home at the stern is just right for the boat. The con-

struction of the boat is most substantial throughout with the entire hull planked with double mahogany and cedar and all out-board joiner work in mahogany.

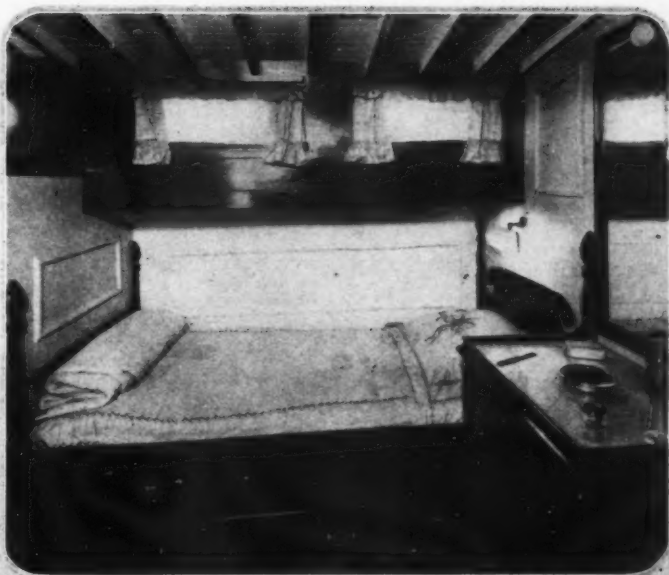
The speed desired of Ballkim was 24 m. p. h. and in order to produce this two six cylinder 350 h. p. Winton gasoline engines were installed in the engine room amidships. Tank capacity has been provided for over eight hundred gallons of gasoline which is sufficient to operate the engines for many hours. Water is carried also to the extent of some four hundred gallons. In addition to the main engines the machinery compartment has a number of auxiliaries which include a two and one half k. w. Universal generating set, a Winton air compressor, American Machine & Foundry Company pumps for salt water supply to the bath tubs, as well as for sanitary and bilge purposes. The entire equipment of the boat is most modern in every respect and she carries among others a Frigidaire refrigerating plant, a CO₂ fire extinguishing equipment, electric windlass, and also a small

motor tender which is equipped with a Hallett motor which is carried on the davits on the port side.

Below decks the arrangement provides for crew's quarters forward with accommodations for four men. There is further a large galley and a depressed deck house which is used both as a living room and dining room. By reason of its large windows and comfortable furnishings it

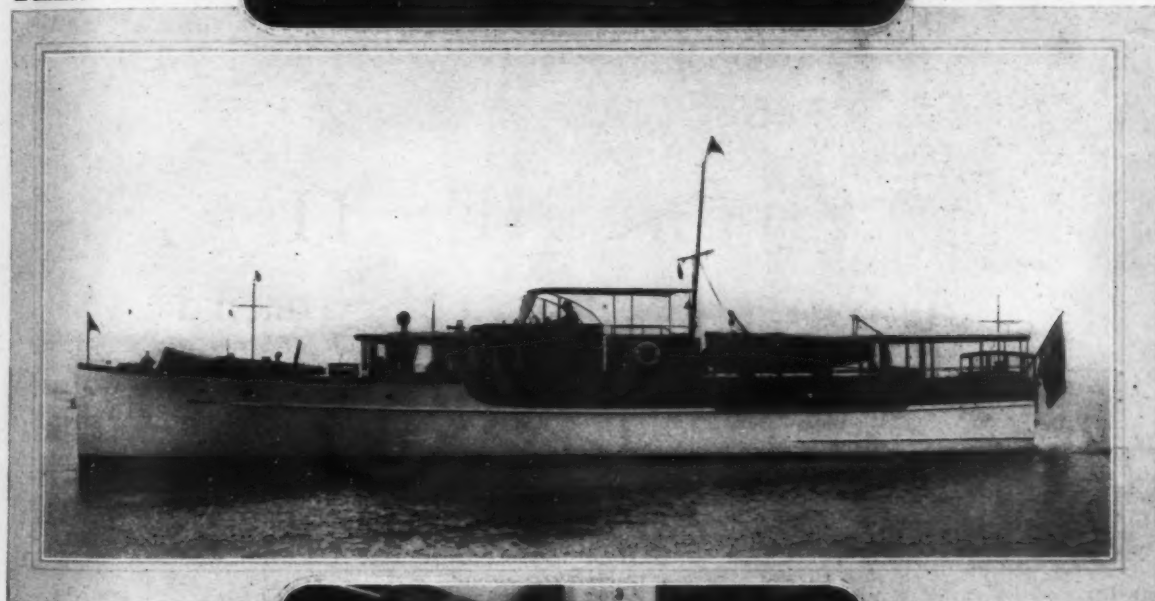
Ballkim, designed by Eldredge McInnis and built by F. D. Lawley, Inc., for George D. Kimball

M. Rosenfeld



and guest's bath. An unusual and attractive arrangement of these quarters differs from the usual style on boats of this size. Four poster berths have been built into the boat and the furniture to harmonize with this has also been permanently built in. The panel work has been eliminated in favor of five ply bulkheads which have then been moulded and delicately tinted to give a most tasteful appearance. All bathrooms

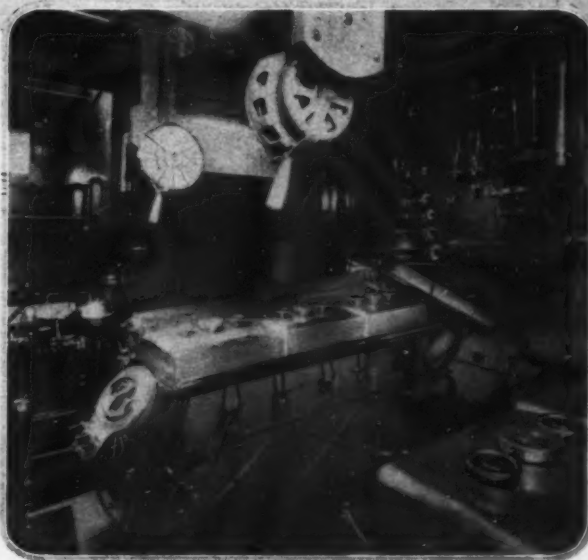
Quarters for the owner are aft and are distinguished by comfortable built-in berths and furniture



Ballkim's power plant consists of two six-cylinder Winton gasoline engines of 350 h.p. each, which drive her at 24 miles

makes one of the most attractive rooms on the boat. The galley below is completely equipped in every respect and carries a Fuelite range and heating coil. In the deck house also have been provided an attractive buffet, a cushioned seat and a table, radio, victrola, bookcases, a dumb waiter to the galley, etc.

In the after end of the boat the quarters for the owner have been built in and consist of two large double state-rooms and also large owner's



Ballkim is one of two new craft built from similar designs by the builders for different owners

and lavatories have been equipped with both hot and cold water supplies.

In the extreme bow a large cockpit forward has been provided which is able to seat four persons which makes a delightful place while the boat is under way. In the stern there is a further cockpit which is more sheltered since it has a windshield and a permanent roof. All controls from the engine room are brought to the helmsman's position on the bridge.



Tranquille II is 68 feet long and very fast for a boat of this type

Tranquille II

A New One on the Sound

*Fast and Smart Appearing Cruising Yacht
Completed for Richard Hellman of Bayside*

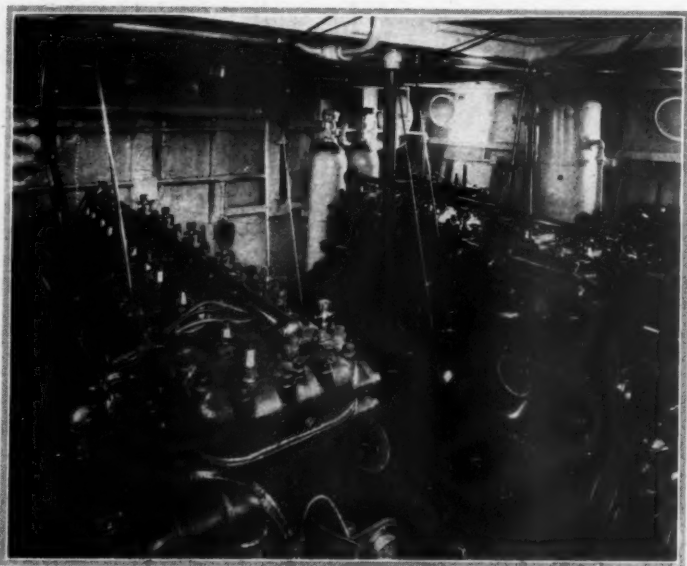
THE demand on the part of yacht owners in these speedy days is for vessels which combine both speed and cruising comfort much more so than has ever before been the case. Not many years ago an owner was content to secure excellent cruising accommodations and a moderate speed. Today he demands high speed and also the cruising comfort. Tranquille II, a new boat launched during the summer by the Consolidated Ship-building Corporation of New York embodies these features in excellent form. She was designed for Richard Hellman by the designers of the company and her low raky appearance, sleek lines and running ease immediately attracted sinusual attention.

In the design of Tranquille II, two

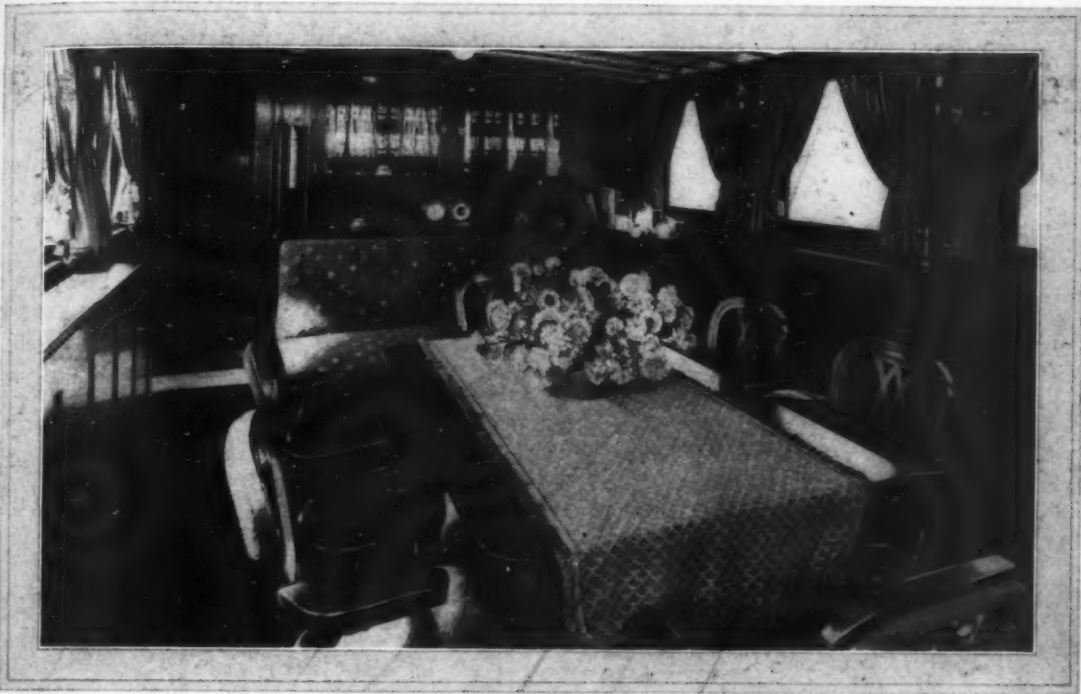
double staterooms were provided and arranged with a connecting bath. Accommodations outdoors provided a very large cockpit aft and also a smaller one which was to some extent concealed in the bow.

This has been so arranged that when it is not in service a decking is arranged to fold over in such a way as to completely conceal it from view. The deck house amidships is of the usual type with the possible exception that two Pullman berths have been installed which provide additional sleeping accommodation.

The power plant consists of two six-cylinder $5\frac{3}{4}$ x 7-inch Speedway engines which produce 170 h. p. each. This is ample to drive the boat at a sustained speed of from 19 to 20 m. p. h.



In her engine room will be found a pair of Speedway engines of 170 h.p. each.



The deck house also forms an attractive and spacious dining saloon



A comfortable lounge seat across the boat on the bridge is a popular place when underway

The deck house has been arranged with two built-in Pullman berths to take care of additional guests when necessary

Owner's quarters are aft and comprise an attractive stateroom with built-in berths and furniture





The grill overlooks the waters of the East River

Carl Klein

Montauk Yacht Club's Intown Station

East River Landing and Club House Provide Comfort and Convenience for Yachtsmen Who Commute by Fast Yacht

EACH morning and evening during the summer the East River is a water speedway for nearly 100 fast cruisers used by wealthy Long Islanders, who, because of congested vehicular traffic, commute between their waterside homes and their offices in New York City in luxurious motor boats and sea planes.

A high speed landing has been built in the river at the New Yacht Club building at Fifty-second Street and East River, by men interested in fast boats who several years ago competed in racing events and in the development that followed turned to the new mode of rapid transportation in the congested metropolitan area.

They include prominent speed enthusiasts who have raced, flying the burgee of the Montauk Yacht Club, among them, Walter Chrysler, Richard F. Hoyt, Jr., Caleb S. Bragg, James R. Cromwell, Delphine Dodge Cromwell, Nelson Doubleday, Jack Rutherford and Jack Englis.

The new high speed landing has a 75 foot steel float which parallels the shore and which can accommodate the largest yachts which may come alongside by swinging slightly from their course up or down the



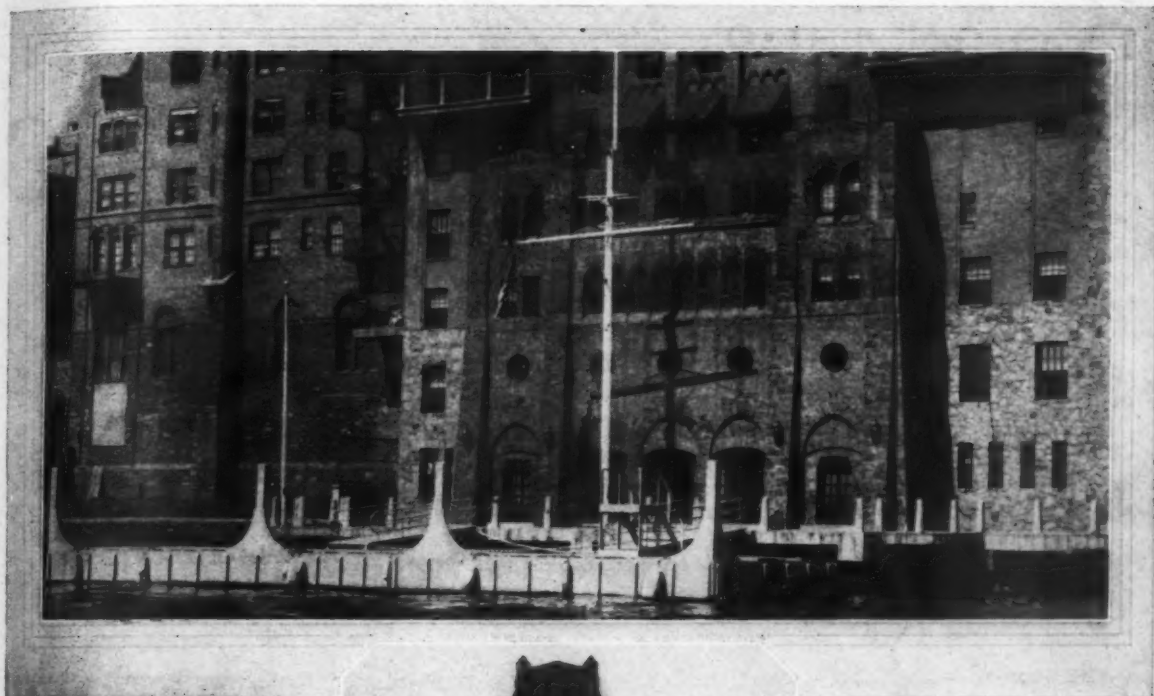
Walter Chrysler comes ashore after a quick trip by boat

river, without the accompanying dangers and difficulties of warping into a slip or making fast to a pier through which the river currents flow.

The clubhouse occupies portions of the three floors between the river and the street level in the new co-operative Campanile apartment building, with entrance on Fifty-second Street through a private elevator. The entire lower floor is given over to the lounge with electric grill, and a room for the captains of waiting yachts. A portion of the next floor is occupied by the resident superintendent, so that members of the club have 24 hour service during the yachting season. On the upper floor are spacious dressing rooms where members can change to or from sport clothes when arriving or leaving the city in open yachts.

The new clubhouse with its speed landing which is the intown station of the Montauk Yacht Club, was conceived and built by fast boat enthusiasts to foster the interest in motor boat development and racing, just as the New York Yacht Club, Larchmont, and other clubs are interested in the development of sailboat racing.

Among the members of the club who made



M. Rosenfeld

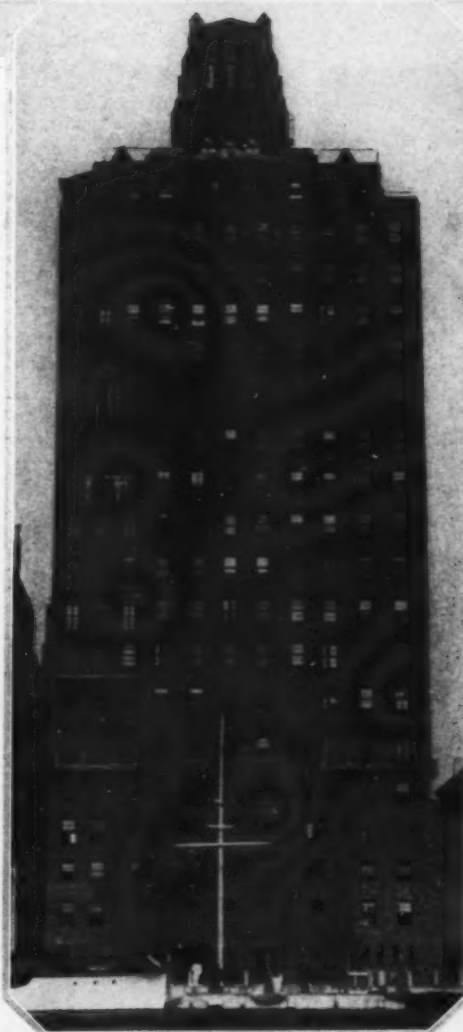
The landing as it appears from the river at 52nd Street

use of the high speed landing are Walter Chrysler, Thomas Hitchcock, Richard F. Hoyt, Jr., Caleb S. Bragg, J. A. Dowling, Howard E. Coffin, Charles M. Fair, Gerard Dahl, Barron Collier, Madame Frances Alda, George L. Rickard and many other prominent boat owners.

Richard F. Hoyt, Jr., uses both seaplane and speed boat to commute between his yacht wherever anchored or under way and his house at Marion, Mass., and New York. He uses the plane between his home and a point where less congested traffic affords easy landing for his plane and between that point and the landing dock at Fifty-second Street he utilizes his speed boat.

Walter Chrysler, who commutes by boat every day, has an arrangement with a prominent taxicab company with a garage two blocks from the 52nd Street landing to send a cab, while the boat is docking to whisk him away to his office.

The Montauk Yacht Club will have in 1929 a clubhouse with a 250 foot pier on Montauk Harbor, at Montauk, L. I. Other stations include the Fisher docks and floats at Port Washington, the Sea Island Yacht Club, Brunswick, Ga., and the Flamingo Docks at Miami Beach, Fla.



The yacht club building and Montauk Yacht Club's high speed intown landing

The Montauk Yacht Club was formed in January, 1894, with William L. Andrews, Frank Sherman Benson, Alfred M. Hoyt, Alfred W. Hoyt, and Alexander E. Orr as trustees and officers for the first year. Abner R. Lawrence, Justice of the Supreme Court, endorsed certificate of incorporation February 1, 1894 and the following day Andrew Davidson, then Deputy Secretary of State, filed and recorded the incorporation.

In June, 1926, John Sherman Hoyt, the only surviving member and official of the club, met with the present enthusiasts who govern the procedure of the club. The present officers of the club are Carl G. Fisher, Commodore; Walter P. Chrysler, Vice-Commodore; Caleb S. Bragg, Rear-Commodore; Edward Grozer, Fleet Captain; John M. Rutherford, Secretary, and Robert H. Tyndall, Treasurer. The Board of Governors includes Caleb S. Bragg, Walter P. Chrysler, Howard E. Coffin, Hugh W. Davis, Carl G. Fisher, Richard F. Hoyt, Clement M. Keys, George Le Boutellier, John J. Redfield, John M. Rutherford and Robert H. Tyndall.

Members of the club include: Caleb S. Bragg, Walter P. Chrysler, Howard E. Coffin, Edward Grozer, James R. Cromwell, H. W. Chad-

(Continued on page 132)

Boating on Arctic Waterways

*Forsaking the Small Boat for a Time
the Journey in the Far North Is Con-
tinued by Steamer with Many Experiences*

By LEWIS R. FREEMAN

*Author of "In the Tracks of the Traders,"
"By Waterways to Gotham," "Down the
Grand Canyon," "Waterways of Westward
Wandering," etc., etc.*

CHAPTER VIII

Fort Smith to Hay River

THE Steamer Distributor, rocking gently in the waves from the tail of the Rapids of the Drowned, awaited the mail and passengers from the upper end of the portage. With her new three hundred-ton barge bulging with the freight which had accumulated in the month since her previous sailing, she was ready to cast off and start north on what would be her final through voyage of the season. The captain was anxious to move at once, it was explained, in the hope of reaching and crossing the ever-treacherous Great Slave Lake while the present spell of fair weather still held. As a prompt start might well be the means of avoiding days and even weeks of tedious waiting, no time was to be lost in getting under way.

And so, with but a few minutes' halt in Smith, we were hurried on to the landing and bundled aboard the waiting steamer. Just as the gangways were about to be drawn in it was noticed that the cows had not come yet. A hurried phone call to Fitzgerald disclosed that this important shipment—which was to provide the winter beef supply at several of the posts on the Mackenzie—had gone off the steamer Athabaska on the hoof, not to be heard of again. They were Frenchy's steers, and that bibulous breed, it appeared, had been too drunk more than



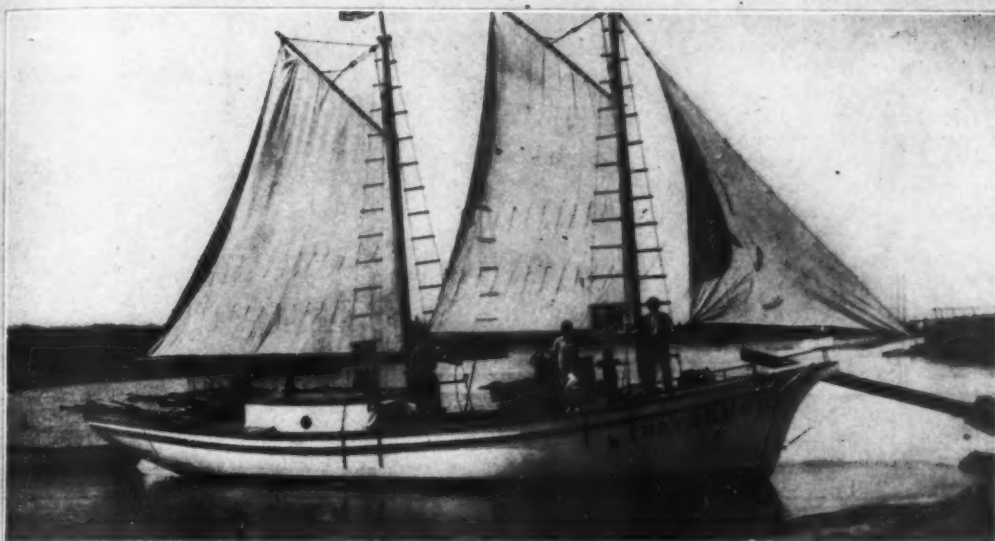
Alexandra Falls of the Hay River

to shoo them off into the first stretch of the portage road. When their herder laid down and went to sleep the insect-pestered bovines had started to the four points of the compass in a very natural endeavor to brush off their tormenters by charging through the undergrowth. As it would not do to leave without them, departure was indefinitely postponed pending the result of a round-up.

The respite seemed to offer an opportunity to explore the old portage road along the river, but the mosquitoes drained blood and enthusiasm so fast in the half hour that it took to work up past the Rapids of the Drowned, that I was glad to turn off on a side trail and seek the breezy plateau of Fort Smith. Drawn by a summoning salvo of revolver shots, I found an Indian dance just getting under way in one of the eating-shacks. Music and the dancing floor were furnished by the house, which reimbursed itself by the sale of refreshments. The measures trod were mostly Red River jigs, variations of old fashioned square-dances and a rather diverting pursuit-dance appropriately called The Rabbit.

A couple of fiddles, played Arkansas-Traveler-wise, provided the music.

The local ladies bring all their children to these impromptu dances, even to the nursing



A motor driven arctic trading schooner on its way down the Mackenzie for delivery to the Eskimo

Children from the Fort Providence Mission



stock. When a mother gets up to dance, custom demands or rather permits, that she deposit any non-walking offspring in the nearest unoccupied lap. I accepted without demur, or even suspicion, a not-too-fragrant bundle of this kind when it was dumped upon me from a dancing-mother rising from the next chair. I even said goo-goo, and da-da, to the gurgling savage and tickled its pink-brown toes till they tried to curl around my finger.

But when a bob-haired breed-flapper came jazzing across the whole length of the room with a puling papoose I had seen her filch from a non-dancing Slavi squaw, my quickened perceptions instantly tracked the inspiration of the whole night-nursery movement to a grinning group of conspirators hovering in the background—some young Hudson's Bay clerks being transferred to Resolution, Rae and the Liard.

So I rose, with a motion practically continuous from the one with which I took delivery of the noisome package, passed it on to the top of the cigar-case on the cashier's counter. If there was truth in the accusation that I was not entirely ignorant of the fact that there was a sheet of fly-paper already occupying the top of that case, it was the first occasion I ever found the

inspiration of a really constructive idea in the movies. At the time my only regret was the lack of a stack of custard-pies to shy at the culprits.

It is doubtless because one is inclined to expect perfervid action from a function that is opened with a salvo of pocket artillery that a Slave River dance proves so disappointing. The baby-fly-paper incident was about all that lifted a corner of the sodden pall of gloom pervading this one.

There were no further signs of the inebriated Frenchy but by midnight friends operating on his behalf had driven on to the steamer enough of his bush-wandering steers to satisfy the principal down-river beef commitments. Distributor pushed off without further delay. Daylight found her following one of the many winding channels criss-crossing just such a delta as that through which we had approached Lake Athabaska. A few hours later, as the flat sky-line of the northward marshes merged into the greenish-gray of the southerly shallows of Great Slave Lake, it was evident that we would have to pay the penalty of waiting for the cows at Smith. Comparatively quiet as it was in the river, the vantage of the pilot-house revealed white-caps outside.

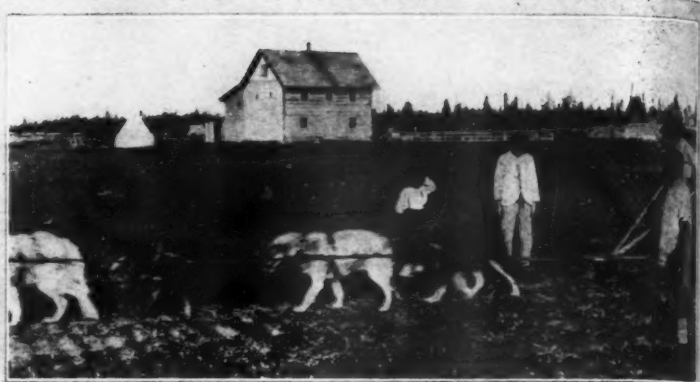
Great Slave, with anything stronger than a summer zephyr stirring, is no place for



Working up Mountain Rapids with a skiff and an Elto

a shallow-draught stern-wheeler pushing a barge. It is not so much that such a combination will not navigate safely in a light breeze and the waves therefrom, but rather that the whole hundred miles of the southern shore of the lake between the mouth of the Slave and the outlet offers only two or three very inadequate shelters in the event the winds become stronger. The open roadstead of Fort Resolution is not one of these, steamers, irrespective of the weather of the moment always getting away from there just as quickly as cargo and passengers can be discharged and picked up.

As winds strong enough to keep a stern-wheeler in shelter often continue for many days at a time, we were fortunate in having the present breeze die down sufficiently by noon to make the short traverse to Resolution appear feasible. Temporary buoys and saplings planted in the shallows show the way to deeper water, and then it is only a matter of coasting the low-lying shore to the precarious port beyond the western end of the delta triangle. With a clear water-line horizon to the north, the immensity of the lake is evident. Great Slave is rated as larger than either Ontario or Erie, and accurate surveys may establish it as not inferior in size to Huron. Great Bear, to the north, is still larger, and it is believed may in time be

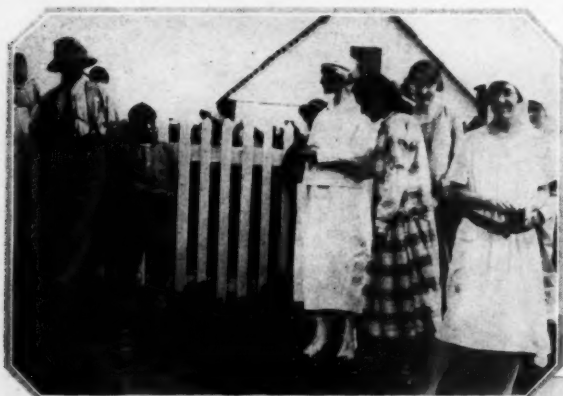


Hay River Mission in Red Marsh time

shown to have a water surface at least equal to that of Lake Michigan.

At the time of the First Franklin expedition, over a hundred years ago, the only post on Great Slave Lake was Fort Providence, located on the north shore and not to be confused with the present post of the same name on the upper Mackenzie. It was from there that the young British naval officer led his ill-equipped party overland to the mouth of the Coppermine on the Arctic. And it was to Providence that the pitiful remnants of the expedition returned, to report the rest of their comrades dead from starvation. The physician of the party, Dr. Richardson, related that he had deliberately shot with his revolver one of the men whom he suspected of having killed, and probably of having eaten, two or three of the others. Both Franklin and Richardson were subsequently knighted and both figured prominently in further exploration of the North. The ultimate fate of Sir John Franklin's final expedition, which sailed from England to explore the Northwest passage and from which no man ever returned, is a complete mystery to this day.

Resolution, on its low wind-swept sand-spit, looks dull and unattractive after the picturesquely perched Chipewyan at the portal of Lake Athabaska. Warned (Continued on page 7)



Nurses down to meet the steamer at Hay River

The Hudson Bay's Post at Hay River, Great Slave Lake





Banfield, the little 32-foot cruiser, on one of its trial runs during which the boat and the Kermath engine were thoroughly tested

Down Hurricane Alley

The 32-Foot Cruiser Banfield Continues on Its Voyage from New York to Bermuda and Meets Mountainous Seas and Stormy Weather

By GEORGE VAN VLECK BROTHERS

Part II

The story of the voyage of the little 32' standardized cruiser Banfield which started from New York with the intention of going to Bermuda and possibly continuing further to Europe, began in October MOTOR BOATING and carried the reader through the stages of building the boat, equipping it with unusual gear and accessories and finally with the departure from New York after the tests had proven the ability of the boat to withstand the heavy seas likely to be encountered. The start of the trip from the Columbia Yacht Club gave no indication of the difficulties which were to be encountered during the voyage. One of the most distressing of the mishaps was caused by the spoiling of the fresh water supply which made it necessary to do without water for a considerable time. The extremely rough weather also made it impossible to prepare food and the physical hardships of the crew made it desirable to stop the trip on arrival at Bermuda. The boat and engine did not suffer in the slightest from the buffeting of the seas but the crew were pretty badly used up.—EDITOR.

WITH tingling fingers the Skipper took the wheel and turning it a lar-board pursued the compass card in its falsehood. Noticing that one lone star shone in the heavens the star was used to steady ship. After this straightening out the compass made several revolutions and then settled to normality. As we were making southing and the strange light Charlie had seen was on the port beam it is evident that it was primarily a repelling force and a very strong one too, to cause complete revolution. Whether the disturbance was a meteor which had, as is very rare, completely penetrated the atmospheric

belt of the earth to plunge into the sea in the proximity of our little vessel or not, is hard to say. Perhaps it was a thunder bolt. At any rate the phenomenon is difficult to explain. But if, superstitiously, it were to be taken as an omen it would not be taken as a good one certainly. The barometer had fallen still further. The sea was building up. Everything seemed to suggest that the elements were contriving bigger and greater things. The wake glowed with phosphorescence. Morning would find us in the Gulf Stream.

The Skipper returned to rest in the lee of the pilot house

and was awakened some three hours later by the exhausted helmsman. The hours before dawn were long and the minutes were measured by countless cigarettes. Negative blackness gave way to a cold, gray, lifeless murk. Sufficient light shone to read the barometer without the aid of a glowing cigarette. It was to be seen that the foot rule of the air now measured pressure by but 29.7 inches. White caps curled and sizzled. Between these angry tongues the mobile mass was a purple gun-metal tinge. The water was clearer. Increased light showed us Gulf weed floating in the mighty current. Above us were immense pillows of low leaden clouds moving to the exclusion of all brightness as upon a voyage of their own. It was now time for the sun to appear but seemingly unable to favor us, its engagement was substituted for by a downpour of rain, encouraged by booming thunder led on by vicious flashes of lightning.

When it was what would normally be breakfast time and we were in need of a cook it was discovered that John was indeed a very sick man. Sufficiently aroused to consciousness he said that he was very weak and mentioned acute pains in the region of his stomach. His face was drawn and ashen; his eyes were sunken and gray instead of their usual brown, filled with pain that he could not utter. The Skipper encouraged him to rise from the deck and divest himself of his sodden clothes. He was doused with water drawn from the ocean with a bucket in the hope that this would stimulate and refresh him, but it was of no avail. After getting his clean clothes on after a long struggle with them he again slumped to the deck.

The wind seemed to increase its violence. The rain fell tempestuously at intervals. All cabin vents were closed and breakfast was left to the future. With the watches divided between the Skipper and Charlie, the morning progressed. At times the clouds rested on the water in the form of fog cut by a driven rain and although we seemed alone on the face of the sea, Johnny was awakened sufficiently from his stupor to sound the whistle at intervals. By noon the sea had grown to tremendous proportions. All was bleak and desolate and enclosed in the restricted circle of our vision. It was now found necessary to lay the head of the boat off her course so that she might ride the breaking waves with less effort. Accordingly she was swung more to the eastward so that she rode almost in the trough of

the seas and just so that her bow first rose into the flying spume.

At about 2:30 in the afternoon there came a hint that the sun might momentarily make its appearance. Sextant and stop watch were made ready in anticipation. At 2:35 a hasty sight was obtained on an uncertain horizon with the difficulty of dodging spray. Immediately thereafter the sun was obscured. A little after 4:00, to the tune of higher wind but less obscurity, another sight was snatched. The Skipper, wedging himself on the deck of the cramped bridge surrounded himself with his



The three members of the crew dressed up in their new uniforms just before the start from New York

books and paraphernalia. In working out these sights just obtained, came the realization of the Skipper's own physical condition. He first began to figure with an ordinary lead pencil but found that the graphite mark made no impression on his sense of sight. He then procured a red pencil and deduced that Banfield was in Longitude 68° 30' west, Latitude 36° 53' north, that the storm had thus far driven her thirty-five miles off her course, and that 225 miles had been made good at the rate of seven knots since 9:45 the morning before.

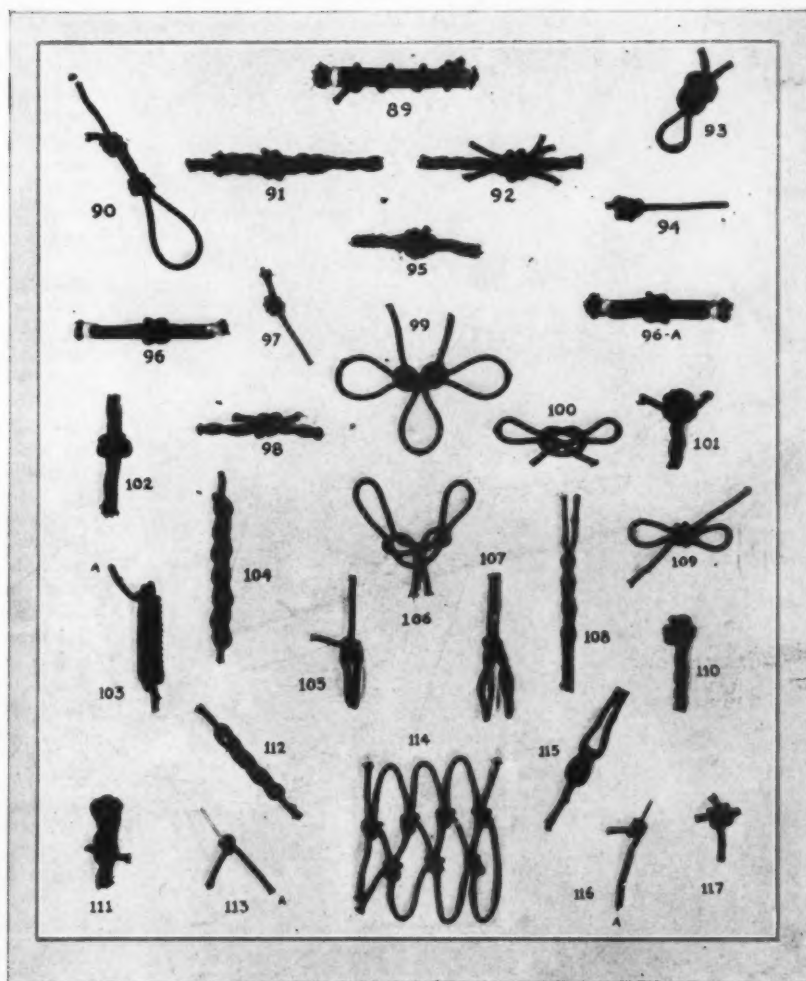
As bad as the day had been it was with appre-

hension that we faced the coming night. The day had passed quickly in spite of the continual vision of abnormal and freak waves which had burst upon us from out of the curtain of clouds and rain. Watching the ever changing water occupied the mind and helped to pass the minutes into hours. At night there was but the oscillating compass set in its dimly lit binnacle to see. We had hoped that with the coming of night the wind would abate but our hopes were vain. Complete darkness brought a stronger and steadier wind.

All hands were of the opinion that the water contained in the 40 three gallon breakers was not only unfit to drink, but decidedly dangerous. The heat within the hold which had accumulated from being battened down for many hours, had evidently drawn the sap of the oak kegs into the drinking water. The cabin itself had by now become untenable and was only entered for the purpose of putting oil in the engine or to read the chronometer. No one had eaten all day, nor did any one seem hungry toward nightfall. A can of tomatoes was opened, the juice drunk and found very refreshing.

The first turn at the wheel that night was taken by the Skipper with Johnny stretched out immediately behind him on the narrow bench which runs athwart-

(Continued on page 64)



Practical *K*nots *and* Splices

An Excellent Treatise on the Art of Tying Knots and Handling Lines. Simple, Useful and Ornamental Rope Work of All Kinds Fully Explained and Illustrated

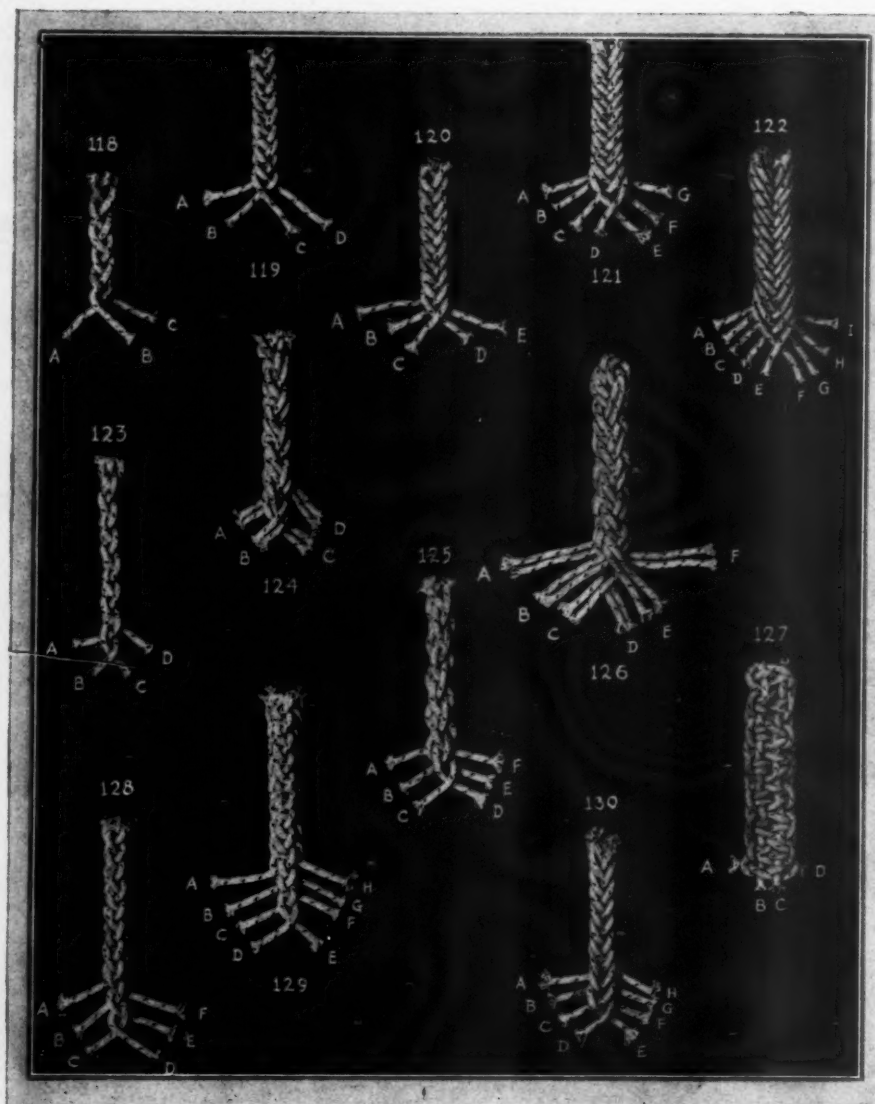
By CAPT. J. N. PATTON

Part II

THE series of articles of which this is the second part is designed to describe and illustrate the five hundred or more various types and kinds of knots, hitches, etc. which the author has prepared. There is nothing so useful to the boatman as a complete knowledge of the proper way and method of applying the correct knot at the proper time. Not only does he endanger the safety of his boat by insecure knots but also there is frequently a loss of valuable time in an emergency when vain efforts are being made to tie a good knot. Many of the ornaments which are illustrated in the paragraphs which follow are ornamental and of no practical value. Others of them are suitable for various purposes and a knowledge of how to tie these will always prove useful.

It is worth repeating some of the fundamental statements which were made in the first part and which apply in most cases. It should be remembered that the end of a rope which is to be tied or put into service is called the moving part and the body or remainder of the rope is called the standing part. Always allow plenty of slack on the ends when knots are being tied. In order to crown a knot we tie another of the same kind over the first knot. The discussion in the previous chapter carried through a large variety of knots and the part which follows here will take up quite a number of the more fancy knots and braid work called sennets, of many kinds.

89. **Hammock or Marline Hitch:** A series of overhand knots. Used by the crew on naval vessels to make a snug, compact roll



of their mattress, blanket and canvas hammocks, and to hitch parceling on rope.

90. Monkey Fist True Lovers' Knot: No practical value.

91. French Shroud Knot in Wire: For splicing rigging and shrouds. Used in the days of old square riggers.

92. American Shroud Knot: First unlay the ends of two lines and marry the ends as in a short splice, put temporary seizing around the body of one line and the three ends of the other line, then with the loose three ends make a wall knot around the body of the rope, close up. Pull all ends snug and tight, then cut seizing on other stands and make a similar wall. This knot is much more secure if ends are tucked as in a short splice, or strands tapered and laid with lay of rope and served. Not used on modern vessels.

93. Bag Knot or Hackamore: No practical value except to tie a cork in a bottle.

94. Monkey Fist: Two or three feet from the end of a line wind back on body of line four or more turns and pass end back through all turns and draw tight. Used on the ends of heaving lines to make the end heavier.

95. Foot Rope Turk's Head: Used on the foot ropes of square rigged ships.

96. Blockade (Four Strand).

96a. Blockade (Six Strand)
Both blockades can be used to make the bights of two or three lines fast to the bights of two or three other lines.

97. Jig Knot: Sometimes used on end of heaving line.

98. Square Knot or Strand: No practical value.

99. Masthead No. 1: Used on sailing vessels when all standing rigging is carried away or to rig a jury mast. The center loop for forestay, the side loops for shrouds and the two ends for back stays.

100. Single Jury: Made by making a clove hitch and pulling each end hitch through each other.

101. Double Mathew Walker Crown: Make a double Mathew Walker (wall and crown followed around) and follow crown around again showing three parts for crown and two parts of wall. Decorative.

102. Manrope Knot crowned: Make manrope knot, two parts, crown and follow strands of knot around and tuck ends up through body of knot. Decorative for manropes and yoke lines.

103. Hammock Lashing: Coil and flatten the lashing and wind same with standing part to within a foot of eye splice A, then tuck this foot of lashing through loops and hitch over same. A is standing part.

104. Chain Hitching: No practical value.

105. Cat's Paw No. 1: Put a round turn in a line, flatten and wind several turns of standing part around middle and hook tackle in the two loops. Safe and much used hitch for hooking tackle on any part of a line.

106. Spanish Bowline on Bight: No practical value.

107. Cat's Paw No. 2: With bight of a line or strap take a loop of same in each hand and twist each loop two or more turns in opposite direction and hook tackle in both loops. Used to shorten a cargo strap or hook tackle on a line.

108. Round Sennet Splice: No practical value.

109. Ornamental Knot:

110. Manrope Knot (three strand crown): Make lanyard knot showing three parts as previously explained and with the three ends crown same, then tuck ends down through body of knot. Used for manropes and tiller ropes.

111. Walled Rope's End: Make a wall in the end of a line and tuck ends back under and over the strands in body of rope as in splicing or Spanish Ending.

112. Three Strand Sennet with One Strand: Ornamental.

113. Single Blackwall Hitch: Made by placing a hitch of line over a hook so that the standing part and end will be on opposite sides of the horn of the hook. Standing part Figure A. Used frequently on shipboard and by shore riggers to hook a tackle on to any part of a line, but is good for steady strain only.

114. Hitch for making nets: For net work, it is best to use a

netting needle which is made for 3 inch mesh and over, of a thin, narrow piece of wood, twelve inches long, inch and a quarter wide, one eighth of an inch thick, one end cut out in U shape, the other end blunt pointed. Back of the pointed end about two inches, the wood is cut out to leave a center prong. The cord is now wound over this prong down between the double end prongs and up and over the center prong and repeat until needle is full. To make a round or landing net, first pass as many loops around the iron ring as desired. A good plan is to clove hitch each starting loop as a hitch will keep each loop or half mesh in its position and size on the ring. After the last loop begin hitching the mesh with a knot similar to a sheet bend or up through the loop (with the needle) around loop and under its own part. Gradually reduce size of mesh and close at bottom. Very few nets are now made by hand but are mended by hand.

115. Open Garrick Bend: No practical value.

116. Double Blackwall Hitch: Similar to the single No. 113 but with an extra turn around the shank of the hook. Will nip better than the single Blackwall. Safe under steady strain.

117. Square knot with two lines: Cross two short lines. Hold cross in position and make a crown with the four ends and pull tight. Ornamental only.

118. Three Strand Sennet: For the beginner I would suggest that the standing ends of strands to be worked be tacked or secured to a board and lettered. As the strands are brought down to position hold in position by fore finger and thumb of left hand and work the strands by right hand. Keep right and left hand groups of strands divided and in their respective places. With the three strand sennet, we have one strand A on left and B and C in right group. Start with C bring down and across B to left group then A down over C to right group and so on.

119. Four strand Sennet: Even number of strands do not make a good sennet of this type as one edge will be thicker than the other or wedge shape. Four strand is made the same as No. 118. D over C then A over B and D, then C over A, B over D and C and so on.

120. Five Strand Sennet: Made the same as No. 118 and No. 119. A over B and C then E over D and A then B over C and E and so on.

121. Seven Strand Sennet: Made same as No. 118, No. 119, No. 120.

122. Nine Strand Sennet: Made same as No. 118, No. 119, No. 120, No. 121.

123. Four Strand Round Sennet: With the four strands separated 2-2 start with either outside strand for instance D. With

right hand pass strand D down and under (right to left) and up between A and B and down to right group (inside C). Next strand A down and under (left to right) and up between C and D and down to left group, then C down and under and up between B and A and so on. After start has begun to take shape pull all strands tight. Rule, down and under, and up under one, and over one.

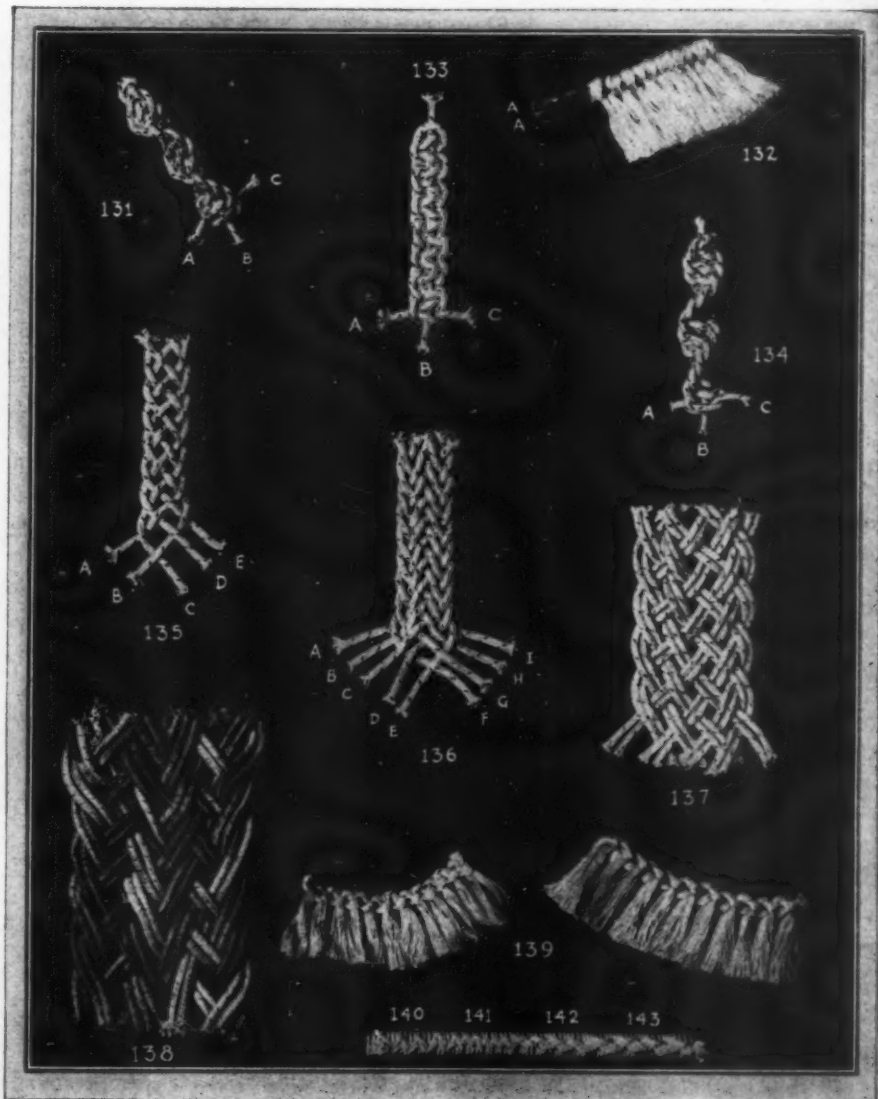
124. Four Strand Double Round Sennet: Made the same as four strand single but using two strands as one. Until you have mastered this, it will help if you place a small whipping around each of the four pairs. As the sennet progresses slip whippings along. Keep pairs flat.

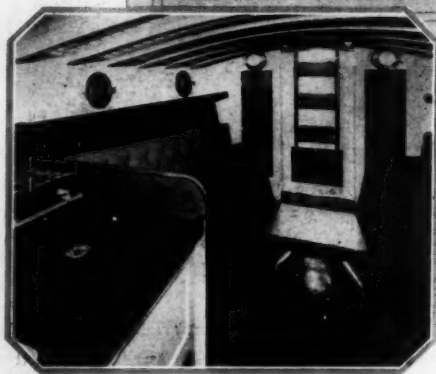
125. Six Strand Round Sennet: With the six strands separated 3-3 start with strand F down and under (right to left) over A under B and over C and to the right group inside D. Then strand A down and under left to right over E under D and over F and so on. The rule to remember is down and under and over one under one and over one and to its own side then the strand from the opposite side, and follow rule.

126. Six Strand Round Double Sennet: Worked the same as six strand round single but using two strands as one with sliding whippings to keep pairs together.

127. Two Strand Flat Sennet

(Continued on page 94)





The cabin interior is provided with comfortable double berths and plenty of locker space. Outdoors the cockpit is particularly roomy and the Celotex enclosed engine hatch provides a comfortable seat.

In exterior appearance the boat does not differ greatly from the earlier types. The larger Kermath engine permits of still greater sustained speed.



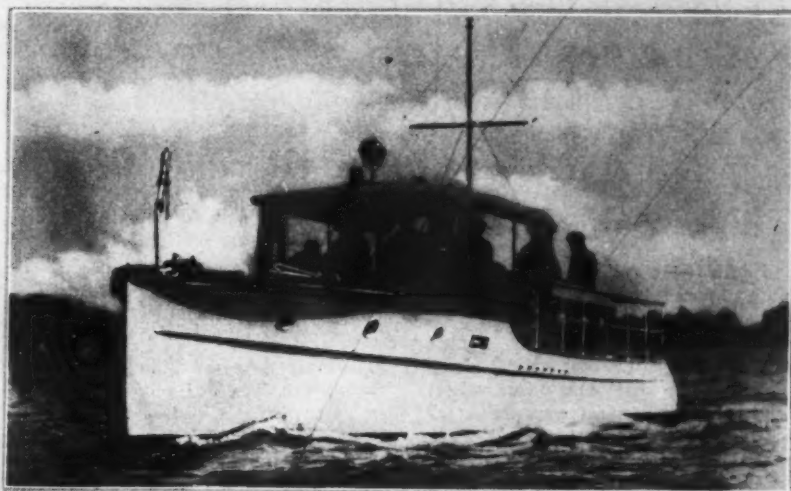
An Improved Fast Cruiser

Newest Banfield Sea Skiff Is the Last Word in Standardized Boat Construction and Embodies Many Original Features

THE builder of standardized cruising boats is being called upon to supply a boat which is more thoroughly equipped and more complete than ever before. No longer is the boat owner content to secure a bare hull and power plant but he has been trained, perhaps from the motor car industry, to require a boat which does not require extras before he can make use of it. The new standardized Banfield 32-foot cruiser has been improved in many ways over the earlier boats of the same general type. Refinements in the lines and improvements in the power installation have made possible increased and more dependable rates of speed.

The engine used is the Kermath six cylinder of new type which develops 150 h. p. This will produce a speed of 28 m. p. h. while the smaller 100 h. p. engine can also be supplied if 20 miles is sufficient in the way of speed. Accessories of the highest grade are included and this boat is perhaps the only one which includes a Lux fire extinguishing system as standard equipment. The engine compartment is completely lined with Celotex which serves to insulate it both from sound and heat. Monel metal is used to provide a non-corrosive propeller shaft and this is carried on Goodrich Cutless Rubber Bearings at the outboard end giving smooth operation.

Speedy Boats Use Sterlings



L. J. Smith, owner of Viking which was built for him by Ditchburn Boats, Ltd. He is proud of her fourteen-mile speed



Viking, a 45-foot, fast cruiser, owned by Lionel J. Smith of Montreal, Quebec, powered with a six-cylinder Sterling Chevron engine

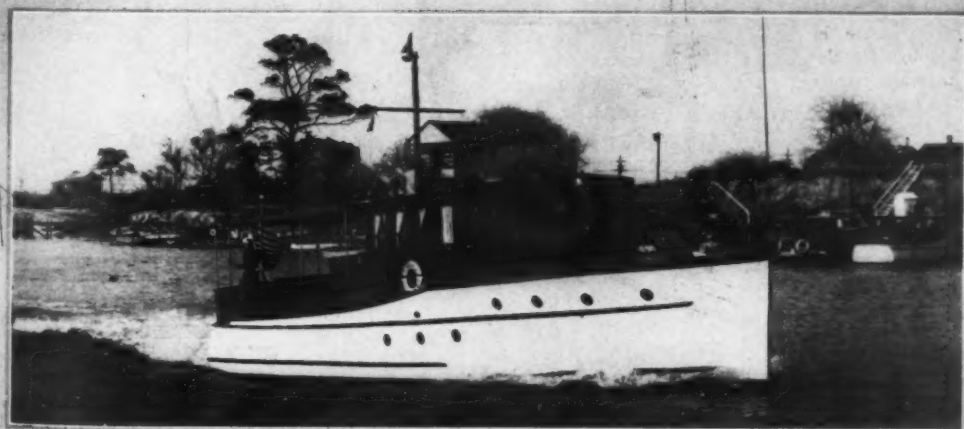


Tattoo, built by the Casey Boat Company for C. L. Harding of Boston. She is 38 feet long and a six-cylinder Sterling Petrel drives her twenty miles

Barkabe, built by the Southern Shipyard Corporation for T. C. Bell of Richmond, Virginia. She carries two Sterling Dolphin engines, six cylinders each



Pal, owned by Dr. R. N. Philo, New Haven, is a Wheeler 35-foot cruiser powered with a six-cylinder Sterling Dolphin special engine



The Amateur Boat Builder

A Series of Helpful Articles Teaching the Correct Method of Boat Building from Start to Finish, Intended Particularly for the Unskilled Amateur Who Is Building His Own Boat

By H. W. PATTERSON

Part VI—Putting in Fore and Aft Members

LONGITUDINAL FRAMING: When the transverse frames and floors are all fastened and the moulds removed it is time to put in the longitudinal framing. These members together with the planking tie the transverse frames together and furnish the longitudinal strength of the boat.

The useful strengthening to be derived from these fore and aft members should be considered in two distinct ways. First as chords of a girder, which is the complete boat, where they are sometimes under tension and at other times under compression. Second as local stiffeners between well supported points where they are under bending stresses.

Refer to Fig. 33 showing the midship section of a fairly large and heavy cruiser. Starting at the bottom is the center keelson, next are the engine keelsons or side keelsons, next the bilge keelsons, then side stringers, and at the deck a clamp and beam shelf.

It would be a rather large and rugged boat to have all the members enumerated above. The largest boat an amateur is likely to build would no doubt be much simpler. For instance the thirty four footer, which I am using as a general example in this series, would not have a center keelson unless the keel was unusually shallow. Engine keelsons would be required in any case; side stringers optional depending on the general construction; and a clamp but no shelf. See Fig. 34.

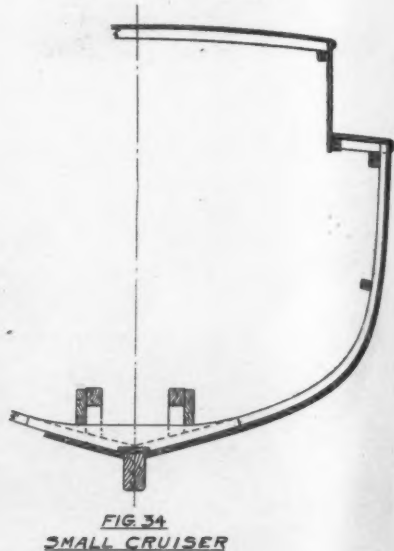
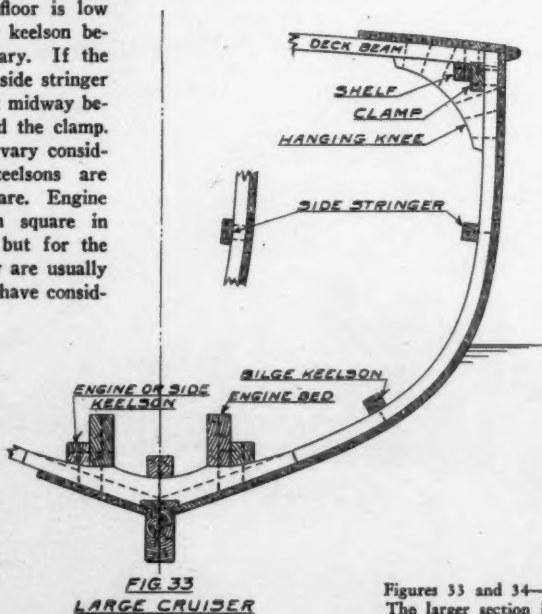
Practically every boat has a floor of some kind and as a good job requires that the floor beams land on a riser, the riser and beams form a very effective stringer. As the floor is low in small boats any keelson below it is unnecessary. If the frames are light a side stringer may be fitted about midway between the floor and the clamp.

The proportions vary considerably. Center keelsons are generally about square. Engine keelsons are often square in large heavy boats but for the light fast type they are usually rather narrow and have considerable depth, which permits the construction of a more rigid engine foundation. Side stringers are either square, or rectangular with the greater dimension either vertical or horizontal. The side stringer shown in Fig. 34 has its

greatest dimension horizontal which is obviously more efficient as a local stiffener. Clamps also may be square or larger one way than the other which matter is decided by the general construction.

There are three woods in common use for the longitudinal framing, i. e. long leaf yellow pine, douglas fir known in the east as Oregon pine, and spruce. Yellow pine is the strongest also the heaviest and is best for fairly large and heavy boats. Oregon pine is less strong and lighter but a first class material for the average boat, and clear stock can be obtained in long lengths. Spruce is the lightest and although less strong than Oregon pine is the ideal material for small boats when every saving in weight is important. It is sometimes difficult to find long clear stock. As the sectional area of these fore and aft members is relatively small, knots of any kind should be strictly avoided. As a general rule the strength of wood varies with its weight so that when substituting a lighter wood the requisite strength can be obtained by increasing the dimensions. Stronger woods have the advantage of holding fastenings better. All matters considered I think Oregon pine the best for amateur requirements with the exception of the center keelson where my choice would be yellow pine.

It is best to make all of these fore and aft members in one length, which should not be difficult for the average small boat as Oregon pine and yellow pine can be obtained in any length within reason. Should it be necessary to make any of them in two



Figures 33 and 34—Midship sections of typical boats, both large and small. The larger section is very rugged and substantial, while the smaller is the more usual construction.

pieces the joint should be lock scarphed and well fastened. It is a good general plan to keep the scarphs away from the center of the boat as the tension strains are greatest there. Also a scarph is best located near a bulkhead or other good tie across the boat in which position the strains as a local stiffener are less.

CENTER KEELSON. Most small boats do not have a center keelson or if there is one, it does not as a rule run the full length. There may be a short one forward starting at the stem knee and extending aft until the keel becomes deep enough to give sufficient strength. Then in fast boats where the deadwood is cut away there is often a short one aft, starting at the transom knee and extending some distance forward. Figure 11 in Part 3 shows such an arrangement, and under these conditions it is functioning as a local stiffener only.

Whatever the arrangement, plane the material to the required size and fit it in place so that it has a good bearing on the floors. To accomplish this it will no doubt be necessary to trim a little here and there as the floors are not likely to be in perfect line on top and may be curved a little at the center. Some builders make it a practice to notch the keelson a little over every floor which helps lock the structure together but the small gain in strength is not worth the extra work.

The fastenings go through keelson, floor and keel, usually one at each floor, and are either riveted or set up with nuts. When boring the holes for these fastenings be sure that the keelson is clamped down tight or chips may get between it and the floors and impair the connection. If there is a beam overhead a very convenient way is to place shores between it and the keelson and wedge tight. Bore from the top then counterbore the bottom of keel so that the bolt head is flush, or countersink deep enough to plug. If the fastening is galvanized iron it is very much better to plug over the head, as the plug and the paint in which it is bedded protect the bare iron. Where the keel is too deep for through fastening use galvanized drift bolts. Some suggestions regarding long fastenings were given in Part 3.

ENGINE FOUNDATION: The engine foundation needs careful design and construction or it will be a continual source of annoyance and trouble. It must be arranged in such a way



Figure 36—A scarphed stringer with bolts serving both as scarph and frame fastenings

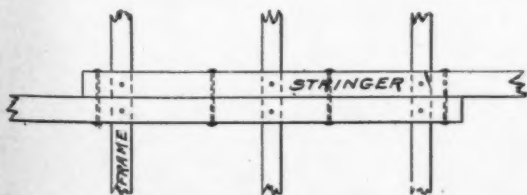


Figure 37—A lapped stringer which is a little heavier but which can be fastened in two directions

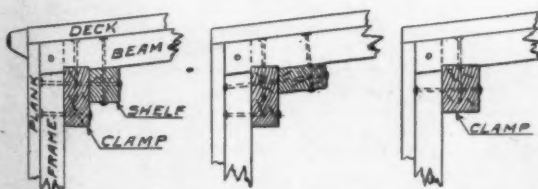
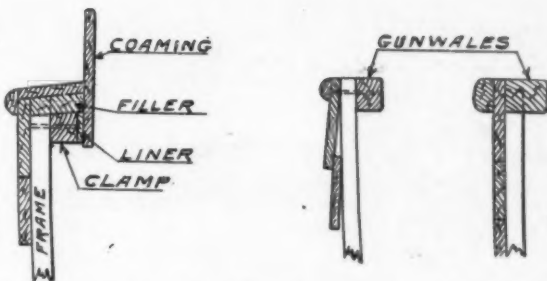


Figure 38—Several arrangements of clamp and shelf with methods of fastening



Figures 40 and 41—Cockpits of open boats are furnished as shown, while undecked boats are supplied with gunwales

that the weight of engine and thrust of propeller are properly provided for, and vibration reduced to a minimum. To accomplish this it should be comparatively heavy and well connected to other parts of the construction so that the strains and particularly the vibrations are distributed over a large part of the hull. Like everything else the best way to go about it depends on the general conditions. If it is a heavy type of cruiser with small power the job is much simpler than for a light boat with large power. Strictly speaking the engine foundation may not be classed as longitudinal framing but as it is intimately associated therewith, and as the side keelsons are virtually a part of it we will consider them together.

Fig. 35 shows an arrangement of engine foundation suitable for a single screw boat of medium light construction. First there are two longitudinal members generally called engine keelsons or engine girders. Before the days of motor boats longitudinals in this location were called side keelsons or sister keelsons. As the greatest width of the majority of marine engines is at the fly-wheel these girders are spaced to give clearance between them for the fly wheel with a little extra for lining up.

In way of the engine the depth and contour of the top is made to suit the engine requirements, and the bottom to suit the floors. If the conditions warrant, the top is generally at about the top of the bed logs, however the boat structure may make it advisable to have them deeper at the after end of the engine.

Forward of the engine beds they are cut down on top to avoid interfering more than necessary with the foot room, and as they go forward the depth is automatically reduced from the bottom, due to the increasing deadrise of the bottom of the boat. This brings the logical ending some little distance from the bow. Aft of the engine they are gradually reduced in depth and continued aft, in many cases extending to the transom and connected to it with a knee. When the deadwood is cut away as in Figures 11 and 12 Part 3, a shaft strut is required, and these girders are in a good position to stiffen the hull where the strut palms are fastened.

In way of the engine the keelsons rest on special deep floors and the relative depth of floors and keelsons must be proportioned to give maximum strength in both directions. As these keelsons are long and usually very irregular in shape it is best to make a template for them, especially for the part in way of the engines and forward of it. This portion must be sawed to shape but the after part can generally be made straight and bent to shape.

Care should be taken to fit the keelsons so that they have a good bearing on all the floors, stand plumb, and are the correct distance apart. To insure this condition and also make the fitting easier it is a good plan to fit guide chocks every two or three feet. These can be made of any handy material, cut in lengths equal to the distance between the girders, and temporarily fastened to the sides of the frames or floors. They must be cut perfectly square on the ends and be wide enough to form a real guide for fitting the keelsons.

The keelsons have one fastening through each floor. Where there is considerable depth of wood and especially in way of the

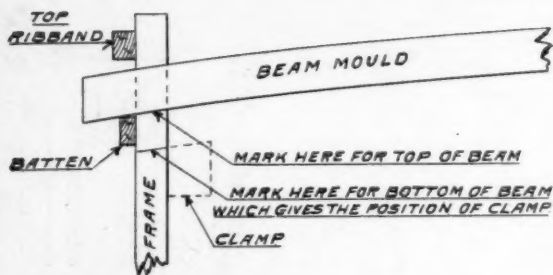


Figure 39—The method of locating the position for the clamp from a beam mould used as a guide

engine these fastenings should be set up with nuts, because if the material is not dry there is apt to be some shrinkage which will loosen the fastening. As the planking covers the head there is no way to take up on a riveted fastening that has become loose but a screw bolt can be readily tightened with the nut inside.

The floors in way of the engine bed logs should have greater siding than the ordinary ones also they should be deeper and shaped to co-operate with the keelsons to the end that maximum strength may be obtained. Between the keelsons they should be as deep as the engine will permit, then they are cut down for the keelsons and continued at that height to the end, or they may be notched out for the keelsons. In many cases it is advisable to fit brackets outside the keelsons on several frames to prevent side sway.

However, if the keelsons are not very deep, the floor beams are often in a position to answer the same purpose and there is space under them to run pipes. Where a deep floor extends well up on the keelsons, run a bolt through the keelsons from side to side which will help tie the structure together. Two such bolts are indicated on Fig. 35.

The engine bed logs are bolted on the inside of the keelsons and rest on oak posts which are notched on the lower end so that they bear on both frame and floor. The posts are side bolted to the keelsons and floors. Instead of fitting posts, especially when they would be very short, the floors can be built up to the under side of the bed logs, with cleats connecting them to the keelsons. The advantage of posts is that wood does not shrink or swell appreciably in length, and the alignment of the engine is less likely to be affected from this cause.

The bed logs should be of sound and dry oak, sufficiently deep to take the engine holding down bolts and have a width to suit the bolting flange on the engine. They are side bolted to the keelsons and vertically bolted through post and floor. All of the fastenings should be screw bolts so any looseness that may develop can be taken up. Countersink the nuts well on top so they will not interfere with the engine bed.

The midship section Fig. 33 indicates a much simpler arrangement of engine foundation. In this case the hull construction is relatively heavy and the engine bed logs are deep enough to rest

directly on the floors. As they are rather thick and the engine keelsons also wide there is a good substantial base which makes the need of side bracing less necessary.

Hanger bolts are generally used for bolting down the engine as the engine may then be removed without disturbing the bolts in the wood. These bolts have a thread for wood on one end, like a lag screw, and a machine thread and nut on the other.

When building the foundation, stretch a string tightly to represent the center of shaft and work from it. Either make the bed logs a little high and trim down to the proper height after everything is bolted tight or make them a little low, say $\frac{1}{4}$ inch, and fit hard wood shims to line up the engine. It is very important that the logs have the proper rake and present a perfect plane for the engine to rest on, otherwise it will not line with the shaft and the engine will be strained when the holding down bolts are set up. For this reason I think fitting shims makes the best job.

It is more than possible that neither of the foundations shown will suit, but they serve to illustrate what must be accomplished in one way or another, and the amateur must be guided by his plans or lacking these details, by the requirements of engine and boat.

SIDE STRINGERS. Making and fastening the side stringer is a very simple job and little need be said regarding it. First run a batten on the inside of the frames, in the approximate position of the stringer as indicated on the plans. Then consider the interior arrangement and adjust the batten up or down so that the stringer will work in to the best advantage, giving thought to its purpose and its relation to other parts of the hull and joiner work. When adjusted to your satisfaction mark the frame and remove the batten. Trim the frames as necessary so that the stringer will have a good bearing without forcing any of them out of place.

Get out the material to the specified size, scarphing if necessary to obtain the required length and tapering the ends if called for. When laying out the scarph take the frame spacing into consideration and arrange it so that the frame fastening is also an effective scarph fastening. (Continued on page 92)

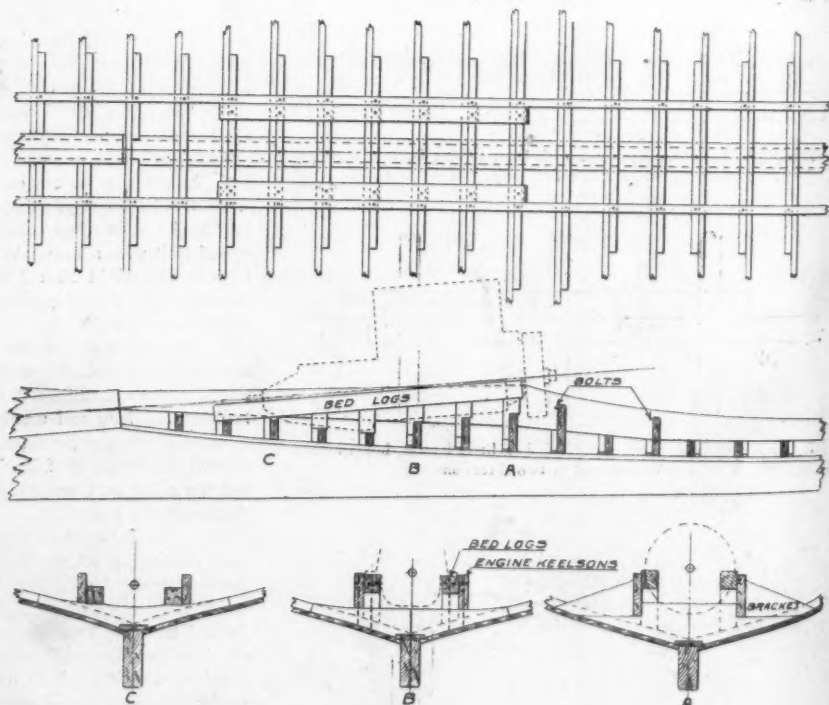


Figure 35—An arrangement of engine foundations for a single engined boat of ordinary type. Note that the bed logs are distinct from the engine girders

FANTASY

A Fifty-Fifty Cruiser

*An Answer to the Auxiliary Question Combining
Equal Parts Motor Boat with a Substantial Sailing
Rig Simply Arranged for the Amateur Boat Builder*

Designed especially for MoToR BoatinG

By CHESTER A. NEDWIDEK

THE design for this How To Build is that of an increasingly popular type, the fifty-fifty cruiser. Although most of them have been raised deck, this one was designed as a trunk cabin, which gives a hull with much lower freeboard than the raised deck. The ketch rig is for ease of handling under sail, and the power plant is intended to be much larger than the usual size engines installed in auxiliaries.

This type of boat will appeal to the man who wants a good husky wholesome boat, one that will stay with him in all kinds of weather. She will make a good fishing and party boat with her large, roomy cockpit.

Instead of an outside ballasted keel, she is to carry her ballast inside. This can be accomplished in various ways. Cement can be poured into the bilge with boiler punchings in the cement, iron can be cast in the form of pigs of a handy size to stow, or these pigs can be of lead. The weight should run around four thousand pounds, this will allow for a small amount of trimming ballast.

The boat was designed as a Vee bottom to make it easy for the amateur boat-builder to construct it himself, and every item of her construction has been kept as simple as possible. The offset table gives the dimensions for all the main frames. These frames may be laid out and the hull built around them which will save the bother of making moulds. Be sure to take off the thickness of the planking and allow for a bevel on the outside face. Build all of these main frames up completely with floors and corner pieces, notch out for keel battens and chines and tie each frame across the head with an odd piece of lumber to prevent them from spreading.

Lay out the profile plan of the boat full size on the floor. This will enable you to pattern out the stem, keel, keel batten, deadwood, shaft log, horn timber and stern knee. The shaft log for the engine to be used can also be laid out on this full size draw-

ing. Now you are ready to get out the backbone of the ship. When this is done and properly fastened set it up. The frames can then be fastened in place. Batten out the entire boat so that the templates can be made for the intermediate frames. These are of different size than the main frames. When they are built up and fastened in place the boat will be ready for planking. From here on the work is comparatively simple. The drawings will show what is to be done.

Most of us are interested in the possible cost of things we wish to acquire and in the case of a boat such as this the cost is somewhat variable. So much difference can be introduced by the selection of materials as to affect the cost a good deal. This hull can be constructed in an average small shipyard in a plain substantial manner with galvanized fittings and will cost in the general vicinity of \$3,000.00. If a good deal of fine work, mahogany, bronze fittings, etc. are included, the cost will run much higher. Should the amateur builder do his own work without having to meet labor charge, the necessary outlay will run very much less.

MoToR BOATING has published some excellent books of small boat designs and building instructions which amateur builders will find useful. A circular describing these will be sent on request. Readers who plan to construct this boat can also secure blue print copies of the drawings to a scale of $\frac{3}{4}$ inch to the foot at moderate cost. Write the Editor, MoToR BOATING, 959 Eighth Avenue, New York, N. Y.

SPECIFICATIONS

DIMENSIONS: Length overall 30 feet, length of water line 27 feet 10 inches, beam 9 feet 7 inches, draft 4 feet sail area 355 square feet.

STEM: To be of white oak, sided $4\frac{1}{2}$ inches and moulded as shown on the construction plan.

(Continued on page 1005)

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| Stations | | 2 | 4 | 6 | 8 | 10 | 12 | 14 | 16 | 18 | 20 | 22 | Transom |
|---|----------------|--------|-------|--------|-------|--------|-------|-------|-------|--------|--------|--------|---------|
| Heights above Base | Sheer | 7-10-2 | 7-6-7 | 7-3-7 | 7-1-2 | 6-10-7 | 6-8-6 | 6-7-0 | 6-5-6 | 6-4-7 | 6-4-5 | 6-4-7 | 6-6-0 |
| | Chine | 4-9-1 | 4-4-1 | 4-0-0 | 3-8-4 | 3-5-7 | 3-4-1 | 3-3-2 | 3-3-0 | 3-3-7 | 3-5-5 | 3-8-4 | 3-14-0 |
| | Rabbit | 3-6-3 | 2-6-0 | 1-0-6 | 1-6-4 | 1-4-1 | 1-3-2 | 1-3-7 | 1-5-7 | 1-9-0 | 2-1-6 | 2-8-2 | 3-1-1 |
| | Bottom of Keel | 3-4-1 | 2-3-4 | 1-7-0 | 1-1-4 | 0-9-7 | 0-7-2 | 0-5-5 | 0-4-1 | 0-2-6 | 0-1-6 | 0-0-6 | 2-11-1 |
| Half- Breath | Sheer | 2-1-4 | 3-3-2 | 3-11-7 | 4-5-2 | 4-8-0 | 4-9-2 | 4-9-0 | 4-7-1 | 4-4-0 | 3-11-4 | 3-5-2 | 2-9-0 |
| | Chine | 1-1-0 | 2-2-5 | 3-1-2 | 3-9-1 | 4-2-1 | 4-4-6 | 4-5-0 | 4-3-1 | 3-11-5 | 3-6-4 | 2-11-2 | 2-4-6 |
| Note:—All dimensions given in feet inches and eighths to outside of Planking. | | | | | | | | | | | | | |

Table of offsets for the auxiliary cruiser Fantasy, necessary for laying down the hull in full size

SMALL MOTOR BOATS

Their Care, Construction and Equipment

A Monthly Prize Contest Conducted by Motor Boatmen

Questions Submitted for the January Prize Contest

1. Describe and illustrate a built-in fishing tackle compartment that will serve to keep the equipment in good condition and ready for use.

(Submitted by E. F. C., Washington, D. C.)

2. Describe and illustrate how to make a shed to hold a small runabout so constructed that the boat may be removed without tearing down the shed.

(Submitted by J. R. B., Buffalo, N. Y.)

Questions submitted for the February Prize Contest are also published on account of the earlier closing time of the February Show Issue. Answers should be received by December 15th.

1. Describe and illustrate how to build a permanent float for a small cruiser or runabout.

(Submitted by J. R. B., Buffalo, N. Y.)

2. Is it practical to repair a leaky fuel or water tank? If so, explain and illustrate temporary and permanent repairs.

(Submitted by W. B. M., Newburgh, N. Y.)

An Oil Alarm to Remind You

Forgetful Engine Operators May Now Equip Their Machines to Give Audible and Visible Signal When Oil Runs Low

Answers to the Following Question Published in the September Issue

Explain and illustrate the construction and installation of a low oil alarm to give audible or visible evidence that the crank case oil is at a dangerous level

Low Oil Alarm

(The Prize-Winning Answer)

THIS problem seems to call for some form of warning rather than an indicator to show when the oil is low in the motor. I have selected an electric light or if you wish a buzzer or both as a warning signal. In larger boats one signal may be located in the engine room and one in the pilot house. This device uses a mercury switch operated by a cork float. The switch is the vital part of any electric signal device and in this case must be frictionless to be operated by a cork float and very sensitive as one half an inch difference in oil level is important. Another point that must not be forgotten is fire hazard. Any electric wiring or installation should be protected against short circuits. Sparks and gas leaks end in disaster.

This danger is overcome in the mercury switch as it is entirely enclosed, the contact being made and broken by mercury flowing around and away from the contact points, a positive and effortless action. This switch is particularly adapted to this work inasmuch as should the boat be listed or tipped to either side the change of equilibrium affects the mercury in the same way as it does the oil level in the crank case.

These switches are

used extensively in oil heating and temperature control work and are giving satisfaction. It is impossible to give many dimensions as motors vary so much in size and detail. A two inch pipe is large enough for most cases and should be long enough to reach about two inches below the low oil level and extend up to the top of breather pipe of motor to prevent bilge water from entering the motor, a very important item.

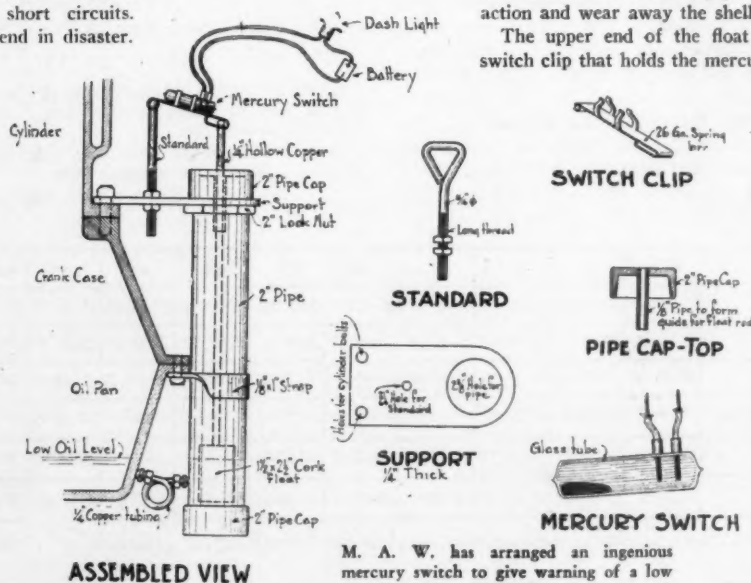
The connection between oil pan and two inch pipe should be made of copper tubing to prevent leaks developing from vibration.

The float is made of cork, shellacked and securely attached to $\frac{1}{4}$ inch hollow copper tubing as shown; hollow tubing is used to eliminate excess weight on the float. The top cap for two inch pipe contains a short piece of one eighth inch pipe as shown on detail. This prevents the cork float from coming in contact with the inside of two inch pipe which would retard its action and wear away the shellac coating on the cork.

The upper end of the float rod supports the brass switch clip that holds the mercury switch. The opposite

end of this clip is supported on the standard which is threaded for adjustment and attached to a support plate that is bolted to motor at one end and clamped between the top cap and lock nut to the two inch pipe at the other. An eighth by one inch wrought iron strap is used to stay the two inch pipe at the junction of the crank case and oil pan.

Electric current to operate the signal can be taken from the ignition battery



M. A. W. has arranged an ingenious mercury switch to give warning of a low oil supply

as the current consumption will be negligible. The device should be located about midway of motor so that the trim lengthwise of the boat does not affect the oil level.

M. A. W., St. Paul, Minnesota.

The Editor will be glad to inform readers interested in securing a mercury switch of the type referred to in the preceding article where they may be obtained.

A Mercury Switch

MOST engines have a base oil indicator consisting of an upright rod or bar, which connected to a cork float at its bottom end, indicates the height of the oil in the base.

A small piece of red fibre or other insulating material is fastened to the upper end of such an indicator as shown in the detail drawing with two pieces of No. 14 copper wire attached to it as shown, their upper ends connected with pigtails of a type used in radio construction. These in turn are connected with the storage battery or to a battery consisting of dry cells.

A block of wood is attached to the engine body as a sort of collar at the point where the indicator rod emerges through the wall of the engine. Into this block are fastened by way of countersinking, two small vials containing a certain amount of mercury.

The quantity of mercury is determined by the point at which it is desired the alarm should operate. This also takes into consideration the difference in height which the indicator will show after these attachments have been added to it.

It is not a difficult matter to find the necessary height. Simply draw off the oil in the base to that point where it is desired that the alarm should operate, at which instant the lower ends of the copper wires should just touch the upper surface of the mercury. The point where the fiber is attached to the rod will also have to be considered in determining the height of the mercury. It is best to have the mercury about half fill the vials.

A strap consisting of a narrow piece of strip copper is crimped to the neck of each vial and the upper ends bridged with a piece of insulated wire. The switch end of the device is now complete. It will be seen that as soon as the wires touch the mercury the two wires are electrically connected.

Mercury lends itself readily to this device for two reasons—its surface will remain clean longer than, say copper or brass, and secondly it needs but the slightest pressure of the wire to make an electric contact.

This device was tried with one vial, but it was found that the proximity of all parts made it more difficult to prevent leakage due to the creeping of the oil and the deposits of vapor.

While the device will work without any protective cover, if the location will allow of it, a cover should be made.

The switch illustrated can, of course, be connected with an electric bell in the conventional way, or a visible indicator

can be made as shown which works similar to the bell.

The magnets of an electric bell are retained as well as the soft iron armature with the wire at its bottom end but the ball at the end which strikes the bell is removed. The bell is removed as well as the make and break mechanism which caused the armature to vibrate. Needless to add the wiring of the bell will be changed so that the wire at A will be the ends of the two magnets connected in series.

A drop board is made out of 3-16 material and fitted into collars (C, C) so that it will fall readily when the supporting wire is pulled from the hole in the board at B.

This board has painted on it two circles, one white and the other red. When the copper wires touch the mercury, the bell armature is pulled to the magnets and the drop board falls until the shoulder below the white circle strikes the upper collar, thus showing the red circle through the window. The drop board is reset by simply pushing up on the reset button after the current has been shut off on the coils.

Whether an electric bell or the visible signal herein described is used, it is necessary that a switch be incorporated in the circuit so that undue strain on the battery might be avoided, which would happen if the oil level for some

reason or other should reach the critical point when no one was aboard the boat. If one is electrically inclined he can wire this device so that it is operative only when the ignition switch is turned on.

J. E. M., Norwich, Conn.

A Visible Reminder

FORTUNATELY few motor boatmen are in the class described in St. Mark in The Good Book as having good-for-nothing eyes and ears.

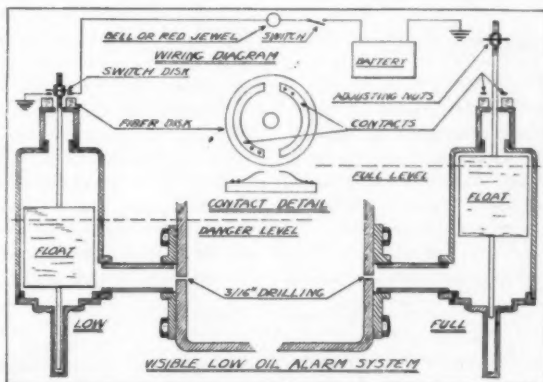
For that ingracious minority, an audible low-oil alarm has slight value. The drone of nearby outboards, noises of other craft or activities ashore, or the diverting din of the ship's own radio receiver render the audible type too uncertain unless a 6-volt horn or exceptionally loud bell or buzzer is installed.

A visible signal of the red light type is more impressive and dependable and possesses, in addition, advantages of economy and ease of installation.

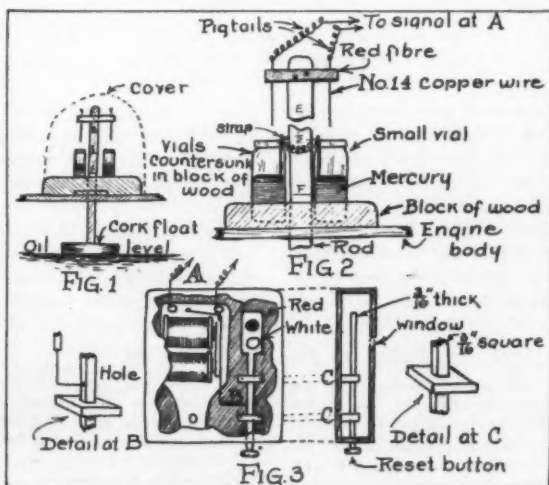
Arrangement of the actuating end of such a device depends on the kind of oil gauge the motor carries. Briefly, the requirements are simply a brass or copper contact maker wired to a movable terminal from the source of current. A plunger-float type indicator, often found, is easily adaptable. A small cylindrical strip of sheet metal enclosing the same holds the slidable contact

maker so as to close when down (low oil level) and to open when up (high level). A turning pointer or dial type gauge must be equipped with a holder

(Continued on page 120)



W. B. M. uses a float and spring contacts to operate the electric signal device



J. E. M. also uses mercury in a simple way to actuate the electrical circuit

Steering Without a Rudder

Accidents May Disable the Steering Gear, so the Resourceful Boatman Must Be Able to Rig Emergency Gear to Permit Him to Proceed

Answers to the Following Question Published in the September Issue

In case of injury or loss of the rudder, how would you arrange to handle your boat to a safe anchorage?

Emergency Steering Methods

(The Prize-Winning Answer)

THE rudder and steering gear should be constructed with a larger factor of safety than any other part of the boat. A good engine is of little use in a boat that can not be steered. A strong and seaworthy hull will ride out a gale to a sea anchor, but still, the boat is helpless without some method of steering. Failure of the steering gear is in most cases due to an accident or extremely hard service in bad weather. Both are at times unavoidable but a strong rudder will withstand these heavy strains without damage. The rudder and steering gear should be rigidly inspected at hauling out time and again before going in commission. Remove the rudder for inspection once a year and if any signs of weakness or undue wear are found have repairs made before going in commission. Sometimes brass and iron when covered with paint appear to be in good sound condition, but when the paint is removed something different is found. The only reliable test is to remove the paint and file the metal until a uniformly bright surface is secured. The pits may be so deep that the metal is much weakened and in a dangerous condition. It is often troublesome to remove the rudder, but take the trouble especially if this part of the boat has had little or no attention for several years. You may find something well worth while.

Accidents usually happen at most inopportune times and when the steering gear fails an emergency method of steering should be rigged without delay. If the weather is bad rig a sea anchor

over the bow to hold her head into the wind and slow up the drifting while arranging to steer without a rudder. If the regulation type sea anchor is not available, a bucket and a life preserver or anything that will float and have sufficient drag to hold the bow up to the sea will answer.

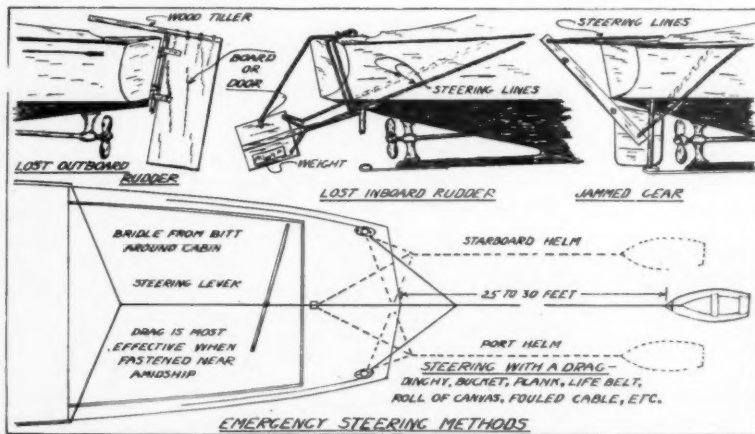
On small boats of not over 30 feet in length an oar may be used for steering at reduced speed. Progress will be slow and the work laborious, depending on the size of the boat, the length of the oar and the amount of sea on. It is a safe bet that not more than a small fraction of the motor boats in this day of speed and reliable power plants carry an oar larger than re-

quired for the tender. A floor board or a door nailed to a boat hook pole may answer temporarily but if the boat is to be steered in rough weather a more effective means of steering must be devised.

Steering with a drag is the most readily arranged method of steering without a rudder. Anything will answer for the drag;—the anchor, a pail, a life preserver, a plank, or the bight of a long line. The tender is also available if it can be kept

from filling, and on larger boats may be used in conjunction with other things. Let out plenty of line and make fast to the stern cleat. Where the steering gear is exposed the drag line may be operated by lines attached to it and carried to the steering wheel.

For best results the inboard end of the drag should be made fast near amidship. A bridle from the mooring bitt led around the cabin insides is a convenient method of attaching. To aid in manipulating the drag line back and forth across the stern.



W. B. M. shows several ways to arrange a jury rudder which will take a boat safely home

Rules for the Prize Contest

READERS are urged to consider the above questions for the January issue, and send answers to them to the Editor, *MoToR BoatinG*, 57th Street at Eighth Avenue, New York, N. Y. Answers should be (a) in our hands on or before November 25, (b) about 500 words long, (c) written on one side of the paper only, (d) accompanied by the senders' names and addresses.

The names will be withheld and initials used.

QUESTIONS for the next contest must reach us on or before November 15. The editor reserves the right to make such changes and corrections in the accepted answers as he may deem necessary.

The prizes are: For each of the best answers to the questions above, any article or articles sold by an advertiser advertising in the current issue of *MoToR BoatinG* of which the advertised price

does not exceed \$25, or a credit of \$25 on any article which sells for more than that amount. There are two prizes—one for each question—but a contestant need send in an answer to only one if he does not care to answer both.

For answers we print that do not win a prize we pay space rates.

For each of the questions selected for use in the following month's contest, any article or articles sold by an advertiser advertising in this issue of *MoToR BoatinG* of which the advertised price does not exceed \$5, or a credit of \$5 on any article which sells for more than that amount.

All details connected with the ordering of the prizes selected by the winners must be handled by us. The winners should be particular to specify from which advertisers they desire to have their prizes ordered.

chock an oar or boat hook to the floor and lash it to the drag line. The foot of the pole may be chocked with cleats nailed to the cockpit floor or lashed with lines. Lash firmly, yet allowance must be made for the pole to slide freely through the lashing so that it can be swung from side to side. To steer, use the pole as if it were the spoke of a large wheel. When the pole is upright the drag should be fore and aft, while leaning it to one side or the other forces the drag line with it and steers the boat. The strain of the drag line is taken by the bridle around the cabin and the pole acts only as a lever to move the line. Do not let the pole go too far to either side as the foot may kick out of its chocking. With the drag line fastened well forward it is surprising to see how easily the pole can be shifted. Too long or too heavy a drag will be hard to pull and too little will not steer the boat. A little experience will soon tell. The steering may be helped by moving the live ballast from side to side, having the weight on the port side when wishing to go to port and on the starboard side when going to starboard.

There may be some discussion as to just how the drag line steers the boat, but however explained, we do know that a boat can be steered with a drag. When the drag line is made fast aft, pushing it to port tends to retard the stern on that side and throws the bow to port and vice versa. When made fast amidships the action may be a little different and is probably compounded. The stern is retarded as before and the pull to one side of the boat to the side, thus aiding the retarding action at the stern.

An emergency rudder can be rigged from a locker door and a floor board or any stout pole about 5 feet long. Remove a locker door or construct a batten not smaller than the area of the lost rudder, and screw nail or otherwise fasten the pole or board at the center of the door. Sufficient weight to sink the rig should be attached, preferably below the pole. Provide for attaching lines at the top and bottom of the door and at the end of the pole, by boring or burning holes, cutting notches or nailing so that the lines will not slip. Strength and efficiency are the only considerations, so don't waste time trying to do a neat job. To the pole end attach a line so that the ends can be led out each side and made fast on deck. To the door attach lines by means of a bowline through the holes or notches and nail the lines securely. Do not draw the knot up tight. Leave it so as to form a bridle to hold the rig upright in the water. A short line attached to the upper part of the door to adjust the depth in the water and you are ready to set the rudder. Place the rig over the stern and fasten the lines from each side of the pole so that its end will be held near where the rudder stock broke. Adjust the depth by the short line over the stern and lead the bridle lines from the door forward in such a manner that they will hold the rig down and at the same time serve to swing the rudder from side to side. The steering lines may be led to the steering wheel or around stanchions and pulled by a lever the same as the drag.

When an outboard rudder, one that is hung on the transom, has been carried away it is very likely that the blade only will be

broken off, leaving the stock intact. In this case an emergency rig is simple. A long board or a door may be lashed, wired or fastened with metal straps directly to the remaining rudder stock or its hangers. A stout stick nailed to the top of the door will answer for a tiller or the rudder may be moved by lines attached to the after end.

In case of a jammed or broken steering gear that can not be repaired, cut the lines at the quadrant or remove the quadrant if the rudder will not drop. Bolt two sticks together with spreaders between so that the slot between the sticks can be slipped over the rudder blade. Nails or wire will answer in the absence of bolts. Attach two lines at each end, work the slot over the blade and secure it there by leading a line forward from each side. The lines from the upper end are to be so arranged that the rudder can be turned by pulling the lines.

Definite instructions for rigging an emergency rudder suitable for all types of boats can hardly be given. The rig depends entirely upon the material at hand and the ingenuity of the crew. However, no boat should cruise far from its home port or in open waters without some provisions for an emergency rudder. The above suggestions may prove helpful and when you have a little time to spare try out an emergency rig. Then, if you are

ever caught you will know what to do and how to do it. You will have something aboard to work with and an idea as to how to handle the situation.

W. B. M.,
Newburgh, N. Y.

Rigging a Jury Rudder

PERHAPS there is no mishap which so seldom happens aboard a small boat as the loss of its rudder. If the boat is small enough oars are generally carried, but with the 30 to 50 footers, oars are a minus quantity.

In any boat there will always be

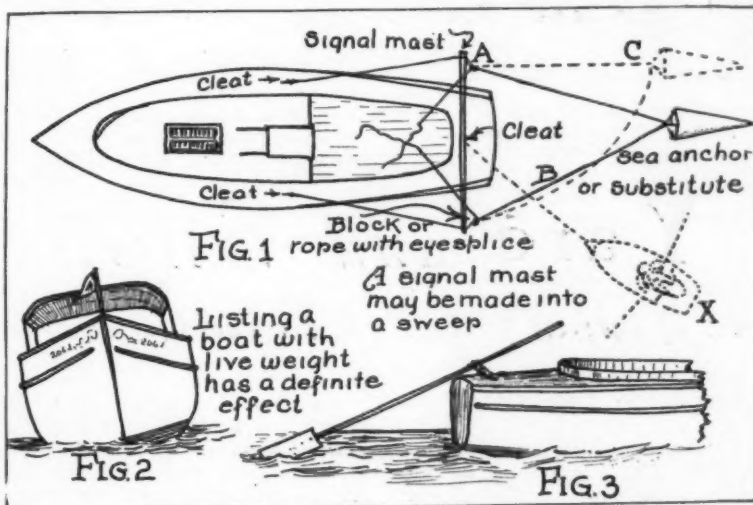
enough duff to act as a substitute for a sea anchor, since all boats are not equipped with one. A substitute for a sea anchor in this case would be a bundle of life preservers, a hatch cover, the tender partially filled with water—anything that will produce resistance to the water, but it must be of a buoyant nature.

The signal mast, the oars of the tenders, or other similar equipment, can be fastened to the after end of the boat in the manner indicated. Blocks or a short piece of rope with an eye splice can be attached to the outboard ends through which two lines are rove.

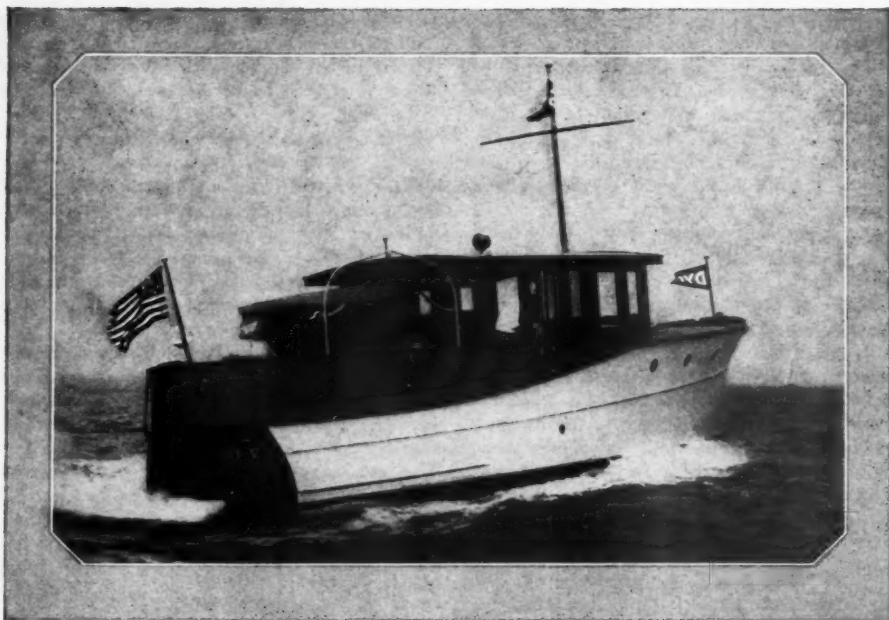
By hauling in on line A and allowing B to go slack, the relative position of the drag to the boat will be that shown in the dotted line AC. The resistance so produced will cause the bow to swing to starboard, whereas slacking off on rope A and hauling in on rope B will cause the bow to be swung to port.

The tender may be used to produce the same effect. The painter can be fastened to the cleat on the after deck and one of the crew swing the tender around as wanted. In the position indicated at X, the resultant action will be to swing the bow of the boat to starboard.

Listing the boat by the aid of human avoirdupois aboard or by easily shifted ballast will produce the desired effect, but only when the water is smooth. In (Continued on page 120)



J. E. M. has arranged several methods of handling a disabled boat which should be remembered



Ed-Don-Rob V, owned by Albert F. Saur, a Detroit yachtsman, is a 40' Liggett cruiser with a 150 h.p. Kermath. Excellent speed was obtained by driving through a 2 to 1 Morse reduction gear

Yard and Shop

Notes of Interest to Both Owner and Manufacturer

DETROIT WORKING ON 1929 PLANS

The enthusiasm and determination of the committees and members of the Detroit Yacht Club in conducting the only major motor boat regatta in 1928 has carried its enthusiasm over into the plans for the coming year. Plans have already appeared for the 1929 regatta and it is confidently expected that this will be the most momentous event of any kind ever held in any waters. Miss Marian Barbara Carstairs, who suffered such misfortune with her Harmsworth challengers this year, has formally challenged for next year before leaving Detroit. Miss Carstairs is determined to attempt to recapture the trophy for England and declares that she will build three new boats all larger and more able than her this year's challenger and capable of greater speeds. The directors of the Detroit Yacht Club were so captivated by Miss Carstairs' courage and spirit that they unanimously voted her a life membership in the club, an honor which she is the first woman to hold.

Commodore H. B. Greening is also anxious to make an attempt to take the Harmsworth Trophy to Canada. He is somewhat handicapped in this since the rules require that both hulls and engine be the product of the country they represent. Canada has no engine building plants so that the Commodore cannot comply with this condition of the rules. If a suitable modification can be arranged it is quite possible that Commodore Greening

will also have a boat at the starting line for this event.

Several challenges have already been received for the Gold Cup Class and it seems likely that Dr. S. B. Smith, who made the initial challenge will have sufficient competition at the regatta next fall to make things interesting. Altogether, there are enough major events assured to make the finest program of racing for the next regatta and Detroit is hoping that these plans will all work out successfully.

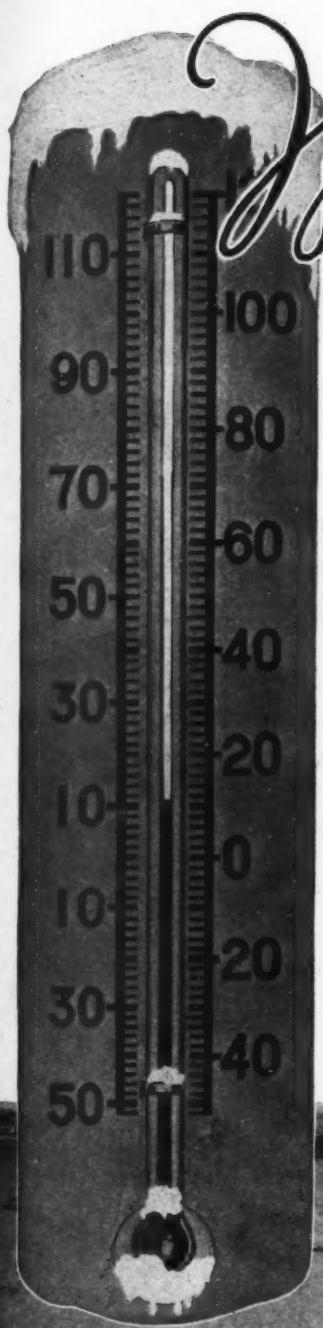


Commodore GarWood and Mrs. Arthur J. Utz after a trial spin in one of the new Baby Gar sedan runabouts

MODERN FACTORY EQUIPMENT

Boat building in these modern days is no longer a process of merely constructing a boat which will float.

(Continued on page 60)



When the Mercury Hovers Near Zero

Come to MIAMI BEACH

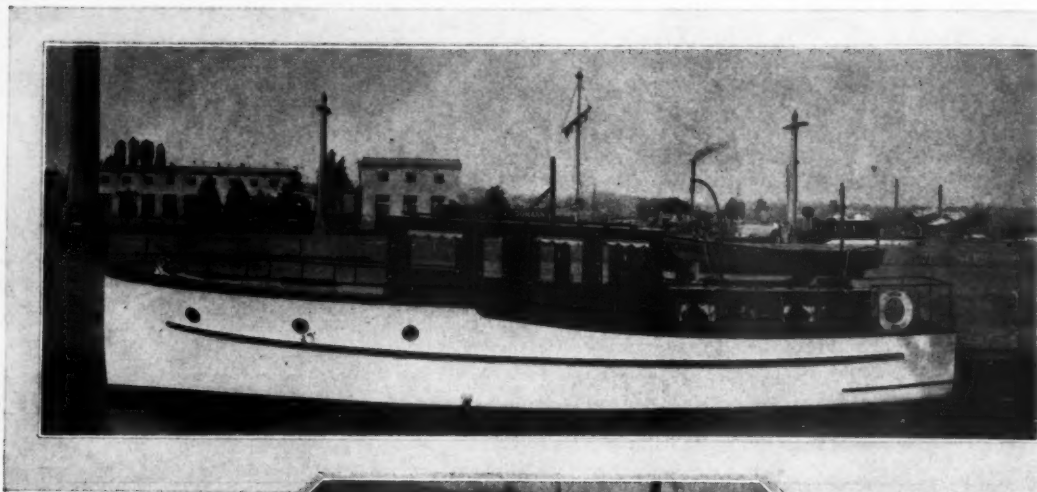
WONDERFUL Miami Beach is a year around paradise of tropical charm and outdoor sports. It's always summer at Miami Beach. Boating, Bathing, Fishing, Golf, Polo, Tennis, Motoring and numerous other summer-time recreations are in season every day of the year at this world famed winter resort.

For further particulars and hotel reservations write:

THE CARL G. FISHER HOTELS
Flamingo — Nautilus — Lincoln
King Cole — Boulevard
MIAMI BEACH, FLORIDA

The Great Southern Regatta combined with the International Races will be held on Biscayne Bay at Miami Beach March 22 and 23, 1929. Be sure to see these races. Among the important events is the contest for the Star Island Trophy emblematic of the Outboard Championship of North America.





El Dorann, a 44' cruiser built for H. B. Berg of Seattle by the Sunset Engineering Company. She has a 125 h.p. reduction drive Kermath



Extra decorations on a Matthews 38' stock cruiser. The nautical looking persons are Fay Webb and Gwen Lee of M-G-M movie fame

The advances in wood working machinery and factory equipment during recent years have made possible a craftsmanship which is up to the highest standards of the woodworker's art. The introduction of much new machinery in the plant of the Hacker Boat Company has resulted in a standard of excellence in the 1929 series of boats which will excel the previous high standard of this product. John L. Hacker the designer, is recognized as one of the foremost designer's of fast pleasure boats and has outdone himself in his next year's boats.

Production in the plant is already under way on a runabout group which will include twenty-four, twenty-six and twenty-nine foot craft arranged in both the open and sedan types. Many new refinements and improvements will make these boats one of the outstanding series of runabouts for the coming season. By getting an early start on an ambitious production program, the Hacker Boat Company will be able to supply promptly all calls for the new series of boats when the boating public awakens to the need for boats next spring.

MANY VISIT PORT CLINTON

In accordance with their established policy of having their dealers and distributors visit the Matthews plant each Fall to arrange for winter and spring deliveries, The Matthews Company is entertaining many visitors these days. Not the least interesting of these is Robert V. Staats, representative of Matthews on the West Coast.

Mr. Staats is about to open a new display room in Los Angeles, where he will have a permanent display consisting of three different models of Matthews Cruisers. He will show one of the new Speed Cruisers, a 38 Single-Cabin Cruiser

and one of the 46 foot models. So pressed was Mr. Staats for time that he came East via Air Mail, leaving Los Angeles one morning at 8:15 and arriving in Chicago the following morning at 7:00—well under twenty-four hours' running time. He changed planes four times on the trip.

In commenting on conditions on the West Coast, Mr. Staats said: "It is surprising the interest which is being displayed in boats and boating in my territory at the

present time. Huge sums of money are being invested by the California authorities in yacht basins, piers, harbors and other things nautical. All of this activity naturally tends to make the boat trade flourish. The next twelve months should be the largest ever experienced in boating history, at least so far as the West Coast is concerned."

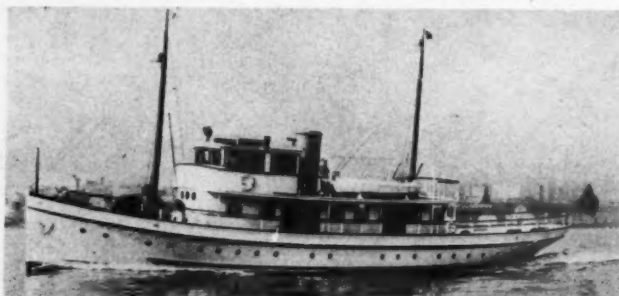
LACY TAKES OVER ROCHESTER PLANT

A change in the control and management of the Rochester Boat Works, became effective when Volney E. Lacy took over the interests of Bernard C. Meier and William J. Gucker. Mr. Meier retains the uptown store to handle the small boat and accessory end of the business, and Mr. Lacy will continue the service and boat building activities of the Summerville plant.

The Rochester Boat Works was originated by Volney E. Lacy and his brother in 1916. Almost upon the heels of its organiza-

tion a large government war contract was obtained, involving half a million dollars and covering more than eighteen months of operation. After that period Messrs. Meier and Gucker became interested and Mr. Meier, has been solely active in the company's management for the past five years or more, in which time Mr. Lacy has pursued other interests for the most part.

(Continued on page 106)



Blue Peter, a typical Seattle yacht owned by John Graham. She is 96' long and has two 175 h.p. Hall Scott engines



Terra-firma China was never very happy at Sea

Whether it is a tea service of lovely china or sparkling crystal or a formal dinner service you need, Ovington's will prepare a design of your club and yacht flags and imprint it for a nominal cost.

EVEN if the butler was too much of a gentleman's gentleman not to complain about your taking his china, render unto the pantry what is the pantry's and get your galley and mess-table a real service of sea-going Ovington china.

For this ill assorted terra-firma china is as much out of place at sea as a pair of boots and spurs would be—while this nautical china that

Ovington sells takes to life afloat like a fledgling gull.

It was born to be a sailor and to carry sea-going vittles. Every piece of it can have your flags tattooed in a nautical way—in rich colors on the outside band. Every last plate—every cup—every saucer will have your flag and your club's linked in friendly tether. So then, away with landsman dishes and glasses—set a straight course down to Ovington's and command a set made specially for your ship. For as little as \$100 you may have a sea-going china service for 6 people. Forevenless you may have a splendid crystal service.



OVINGTON'S

"Gifts from all the World"

437 Fifth Avenue, New York



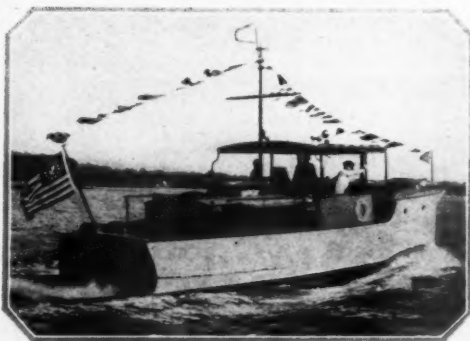
The fleet presented a pretty picture from the Kenilworth Yacht Club

A. C. F. Holds Fleet Day

*Manhasset Bay the Scene of a Great Gathering
of Yacht Owners Who Assemble and Elect Officers*

THE waters of Manhasset Bay, L. I., were churned into sparkling foam on Wednesday, September 12, when, at the Kenilworth Yacht Club, the first Fleet Day of a. c. f. cruisers was held. About thirty of the speedy and sea-worthy craft gathered for this first regatta, each boat from the thirty to the fifty-four footers, in the hands of its owner; the owners being for the most part bronzed and florid New York business men, adding the title of cruiser captain to that of captain of industry.

The Kenilworth Yacht Club, presided over so ably by Major D. C. Black, president of the Kenilworth Park Association, which acted as host to the cruiser owners and their wives, served an elaborate buffet al fresco luncheon, after which there was a short business meeting at



Beck, a 41-foot A. C. F. cruiser owned by Mrs. R. Spielberg, which won the race in its class

which the owners expressed the hope that a. c. f. Fleet Day would be an annual event; and which ended by the election of E. D. King of Red Bank, N. J., and member of the New York Yacht Club, as Commodore of the Fleet.

It was an ideal day for boating; a fresh breeze from the north-east tempered by a brilliant sun which cast the spray from the bows of the racing cruises. The course was from a point in front of the Kenilworth Club, out to the starboard of Execution Light and return. The committee took its station at 3 o'clock sharp and its preparatory gun brought some twenty-three cruisers into line. Commodore

— Arthur Bobrick represented the handicap committee; Commodore William Eldridge, the starters committee; Commodore Ralph Goetchius, the judges committee; (Continued on page 118)



A sociable afternoon was spent ashore by the numerous guests and friends of the company

Elto

FREE-FOR-ALL NATIONAL
CHAMPIONSHIP

36.7

M.P.H.

GREATEST SPEED IN
COMPETITION

37.3

M.P.H.

NATIONAL TIME TRIAL
RECORD

41.748

M.P.H.

Write for complete descriptive literature on the Hi-Speed Quad. The Elto Outboard Motor Co., Ole Evinrude, Pres., Mason St., Dept. F, Milwaukee.

Mention MoToR Boating, 57th St. at Eighth Ave., New York

Three National Triumphs!

AT Wilmington, a clean sweep of every event in which Quads were eligible! 1st in the Grand Free-For-All (Frey 36.7 m. p. h.) . . . and 2nd . . . 3rd . . . 4th . . . 5th! 1st . . . 2nd . . . 3rd . . . 4th in Class D Free-For-All — 1st and 2nd in Amateur Class D — Harrington setting new records of 37.02 in both races! *Winning motors torn down and officially declared stock!*

. . . and in the Danville Regatta Quads registered one victory after another, culminating in a new official competition record of 37.3 m. p. h., made by Higgins.

. . . and in the Mid-West Championship Regatta at Peoria Quads again swept the field—winning the 5-mile Free-For-All — the 25-mile Free-For-All — with Eldon Travis setting a new time-trial record of 41.748 m. p. h. — the oft-predicted 40 mile outboard speed for the first time reached — passed — shattered.

The outboard world now knows the plain truth . . . that only a Hi-Speed Quad, expertly driven on a fast boat, can successfully compete with a Hi-Speed Quad, expertly driven on a fast boat.

Hi-Speed Quad

Down Hurricane Alley

(Continued from page 44)

ship in the little wheelhouse to which all three of us were confined. Charlie ensconced himself on the floor on the port side with his legs wedged under the ladder which led to the after deck and his back against the cabin bulkhead, his head immediately under the wheel, and supported by a spare storage battery. This was found to be the most comfortable place in the boat, being the lowest place a man could get and one from which there was no place to be thrown. Above him the helmsman braced himself on the securely bolted steering chair. With increased weakness, it was found by the two who remained capable of steering, that one hour was as long as either could steer at night. With nothing to occupy the mind, the helmsman at the end of a few moments at the wheel, would find his eyes closing and his body relaxing. The compass in its binnacle would become more like a jar of orange marmalade. When he felt there was but little control of mind over matter remaining, he would reach with his left foot and gently prod the other man below his feet and places would be exchanged.

Eventually it became lighter and another day was upon us. The barometer had fallen to 29.2. The sea was gray and broken, immense peaks of water piled before us. It was not by any means an easy sea in its formation, but was, rather, a mass of smaller broken waves which broke and curled from mightier waves with which they traveled and apparently running in directions without much regard to the gale which blew from the south. The fetch, that is the distance between the crests of the waves, was very short, making the waves with their great height, very steep. Looking out of the port light before the wheel and seeing that almost perpendicular wall coming almost flat against the starboard bow and the top of this mighty avalanche above the mast head, made us wonder and marvel that so small a boat could rise the height and survive the breaking top as it boiled to the deck. This wonder was but increased when we saw the depth to which she must plunge to the trough and meet the next onslaught. At times the log line would hang loose and almost straight down and then would race as though making up lost time. Without in the least hampering the wind, the driving rain fell periodically.

At eight o'clock that morning of the 19th, Nature smiled on

us. Momentarily the clouds cleared away to the east of us and the sun came out. Even then it was raining in torrents when the Skipper took a sight. Immediately we were again surrounded by gloom and darkness. At ten o'clock the phenomenon was repeated and the mate to the first sight was obtained. These sights were very difficult because of the tremendous proportion of the sea, making it complicated to use both hands on the sextant. The horizon was visible only when the tiny ship poised on the crest of a mighty wave. At only such an instant between showers of spray could the setting of the instrument be made. With these sights worked out it was determined that our position that Sunday morning was Longitude 66° 45' west, Latitude 36° 36' north. Since the previous afternoon we made good but 85 miles at 4.7 knots and were now at a point but seventeen miles south of the Saturday 4:15 P. M. position. By this time, moreover, we had been blown 95 miles to the eastward of our original course.

Without warning the wind suddenly veered through almost 90 degrees and now came at us directly out of the west. Propitiously this enabled us to head more in the direction of our destination. The barometer rapidly tumbled to 28.9. In its new direction the gale seemed to find renewed energy and rapidly approached hurricane velocity. The cloud formation boded greater evil to come. To the east of us the clouds still moved from the south and those which passed over us from the west clashed in conflict in what must have been a terrific whirlwind not far to the north of us. Watching through the after windows, we could see the clouds swinging in independent orbits in several strata. In the other three quarters, black tufted clouds mushroomed in ever changing formations, potential water spouts.

In spite of the gigantic seas, the little boat failed to pound under the bow. The great weight of the still remaining fuel prevented the propeller from breaking water. Spray continually broke from stem to stern with an occasional deluge of solid water.

Conditions inside of the cabin were by now indescribable. The confined heat of the engine had boiled what little sea water had come aboard into a nauseating stench. A can of butter, opened several days before, had slopped

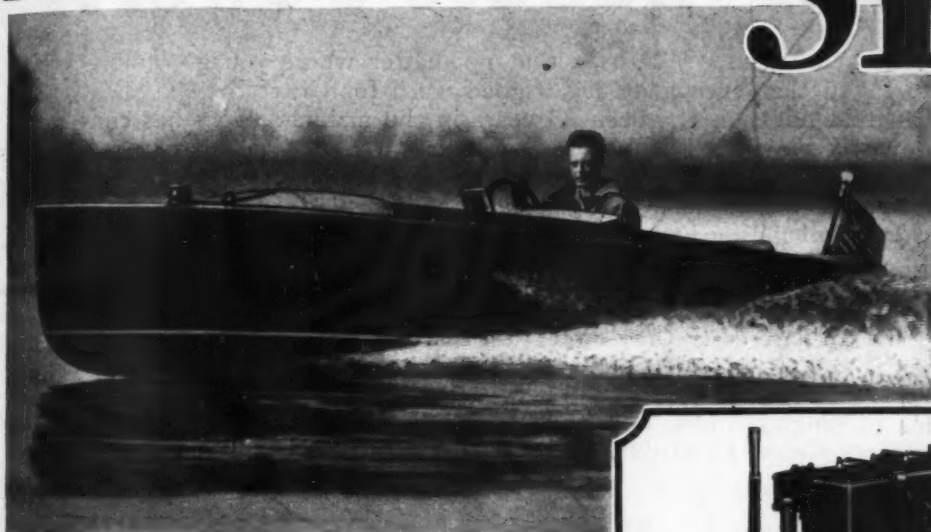
(Continued on page 68)

| MOTOR YACHT "BANFIELD" NEW YORK | | LONGITUDE | | SUMNER'S LINE # by Mary B. Blaine | |
|------------------------------------|------------------------|-------------|-----|--------------------------------------|--|
| Date: 8/21/20 | C. T. 10° 20' 00" | h of Eye: 7 | ft. | | |
| D. R. L. 30° 30' | N. or E. C. + 88° 22' | I. C. + | 0 | | |
| D. R. L. 30° 30' | E. or W. S. W. 88° 22' | | | | |
| Obs. h of 0: 34° 40' | | | | | |
| C. T. 10° 20' 00" | Obs. h of 0: 34° 40' | Corr. 46 | 0.0 | | |
| C. Corr. 0.0 | Corr. 46 | RMF Corr. | 0.0 | | |
| G. C. T. 10° 20' 00" | Corr. 46 | I. C. + | 0.0 | | |
| Exp. of 1: 8° 08' | True h 5° 33' 10" | | | | |
| G. A. T. 10° 13' 05" | Cal. h 5° 33' 10" | | | | |
| L. 64° 30' 45" | | | | | |
| L. A. T. 5° 05' 30" | | | | | |
| L. A. S. 11° 32' 00" | | | | | |
| L. A. T. 5° 05' 30" | | | | | |
| L. 64° 30' 45" | | | | | |
| Altitude: 7.9 | | | | | |
| 2 62° 04' 30" Log 9.77441 | | | | | |
| L. 32° 20' 00" Log 9.96603 | | | | | |
| 2 12° 08' 12" Log 9.99017 | | | | | |
| 7.62433 | Lat. 42.57 | | | | |
| L. 20° 21' 48" | Lat. 43.125 | | | | |
| 8 84° 26' 50" | Lat. 45.62 | | | | |
| 10.3 5° 33' 10" | | | | | |

| MOTOR YACHT "BANFIELD" NEW YORK | | LONGITUDE | | SUMNER'S LINE # by Mary B. Blaine | |
|------------------------------------|------------------------|-------------|-----|--------------------------------------|--|
| Date: 8/21/20 | C. T. 11° 01' 40" | h of Eye: 7 | ft. | | |
| D. R. L. 30° 30' | N. or E. C. + 88° 22' | I. C. + | 0 | | |
| D. R. L. 30° 30' | E. or W. S. W. 88° 22' | | | | |
| Obs. h of 0: 34° 40' | | | | | |
| C. T. 11° 01' 40" | Obs. h of 0: 34° 40' | Corr. 46 | 0.0 | | |
| C. Corr. 0.0 | Corr. 46 | RMF Corr. | 0.0 | | |
| G. C. T. 11° 01' 40" | Corr. 46 | I. C. + | 0.0 | | |
| Exp. of 1: 8° 08' | True h 5° 33' 10" | | | | |
| G. A. T. 10° 53' 05" | Cal. h 5° 33' 10" | | | | |
| L. 64° 30' 45" | | | | | |
| L. A. T. 5° 05' 30" | | | | | |
| L. A. S. 11° 32' 00" | | | | | |
| L. A. T. 5° 05' 30" | | | | | |
| L. 64° 30' 45" | | | | | |
| Altitude: 8.4 | | | | | |
| 2 5° 32' 42" Log 9.63220 | | | | | |
| L. 32° 30' 00" Log 9.96603 | | | | | |
| 2 12° 08' 06" Log 9.99019 | | | | | |
| 7.53542 | Lat. 42.57 | | | | |
| L. 20° 21' 54" | Lat. 43.125 | | | | |
| 8 75° 42' 40" | Lat. 45.62 | | | | |
| 10.3 14° 16' 20" | | | | | |

Solutions of two sights taken closely together on board Banfield on August 21

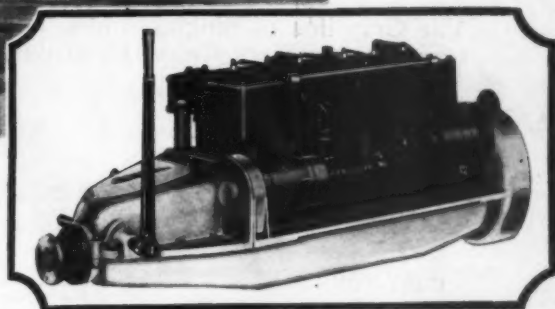
A Sensational "SIX"



**for the
Higher
Speeds
Wanted
Today!**

Above photographic reproduction shows a 20 ft. Hydroplane with New Gray "Six-60" installed. Speed, 34 miles per hour, with motor running at 3,100 R.P.M.

Also drives Richardson 28 ft. Cruisabout 13-1/2 M.P.H.



GRAY "Six -60"

**Introductory Price
\$645**

- A "Six" designed for high speed, runabout work.
- A "Six" suitable for reduction gear work in cruisers.
- A "Six" applicable to the fastest type of cruisers and work boats for motor speeds 1,400 to 2,000.
- A "Six" that installs on the same foundation identically as the Gray "Six-40" and Gray "Six-72," and retains the same shaft angle and has the exhaust manifold on the same side as the "Six-40."
- A "Six" of greater power, extreme smoothness and surpassing refinement in every detail.
- A "Six" with oversize clutch, 2-1/8" seven-bearing crankshaft, oversize generator, oversize starter, oversize rear end construction and the largest size high reverse ratio reverse-gear that is put on any engine of its bore and stroke on the American market at this time.

Prompt Delivery

All engines ordered in the month of October will be shipped in the month of October, and November shipments will be made within twenty-four hours from receipt of the orders.

Write for Free Catalog

of the Gray "Six-60" giving full details of this most advanced type of marine motor, also new catalog showing full line of Gray "Fours", "Sixes" and "Eights."

GRAY MARINE MOTOR COMPANY, 680 Canton Avenue, Detroit, Mich., U. S. A.

Mention MoTOR BOATING, 57th St. at Eighth Ave., New York

A World-Wide Reputation for Dependable Power!

Some one recently asked us, "Why is it that no matter where you go, among boat owners, I find that everybody has a good word for Gray?"

The answer to that question has been 28 years in the making. Gray has consistently followed certain well-defined policies.

- 1st. To lead the field in engineering and designing.
- 2nd. To build the best motors that it is humanly possible to build.
- 3rd. To give purchasers of Gray Engines the utmost dollar's worth of real power value.
- 4th. To have every Gray owner feel that our interest is just as keen in the proper performance of our motors as it is in the sale of them.

The Gray line of Singles, Twos, Fours, Sixes and Eights provides a range and type of Power exactly suited to your requirements.



GRAY "ONE-5"

5 H.P., new 1928 model, 4 cycle, smoothest one cylinder. Gasoline or kerosene. Bore, 3 $\frac{3}{4}$ " stroke, 4 $\frac{1}{2}$ ". Oversize parts. Price, with timer, including propeller, etc., \$116. With Magneto, \$136.

GRAY "TWO-10"

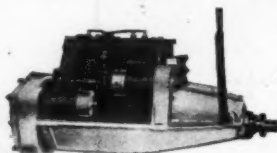
Same as the Gray "One-5," but has 2 cylinders and develops 10 H.P. Price, with Bosch Magneto and Impulse, \$236.

GRAY "FOUR-20"

20 H.P., 4 cylinder, 4 cycle. Medium duty; bore, 3 $\frac{3}{4}$ " stroke, 4". Short, light, clean, low priced, completely equipped electric started engine. 388 pounds with aluminum base. Price, \$395.

GRAY "FOUR-30"

A high compression "Four" of unusual speed, smoothness and power. 4 cycle, 3 $\frac{3}{4}$ " bore, 4 $\frac{1}{2}$ " stroke. Overall length, 42". Crankshaft, 1 $\frac{1}{2}$ " dia., drilled for pressure lubrication. Develops 33 H.P. at 2400 R.P.M., 20 H.P. at



1200 R.P.M. for continuous operation. Price, \$445 with iron base; \$495 with aluminum base.

GRAY "FOUR-50"

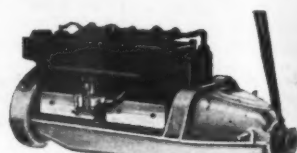
The Gray "Four" is also built in 50 H.P. with 4" bore and 5" stroke. Price, with iron base and single ignition, \$735; with double ignition, \$750. Two pressure oil pumps, for double safety. An unexcelled feature.

GRAY "FOUR-75"

A powerful compact "Four" of low, clean appearance. Bore, 4 $\frac{1}{4}$ " stroke, 5 $\frac{1}{4}$ ". Price, \$1000.

GRAY "SIX-40"

The "Six" that has been adopted as standard equipment for 1928 by all of America's leading builders of cruisers up to 30 ft. in length. Shortest, lightest, lowest (above center of shaft), sturdiest "Six" in its power class; big crankshaft, big bearings, long pistons. Built-



in gasoline pump and strainer; carburetor bowl always full.

Great flexibility of power. New "Hycro" type develops 48 H.P. at 3000 R.P.M. Price, with iron base, \$585; with aluminum base, \$600. Built in medium compression and new "Hycro" compression types.

GRAY "SIX-60"

New Gray "Six-60"; 2 $\frac{1}{4}$ " seven-bearing crankshaft. Weight, 550 lbs. Price, \$645.

GRAY "SIX-72"

Six cylinders; bore, 3 $\frac{3}{4}$ " stroke, 4 $\frac{1}{2}$ ". Length overall, 50 $\frac{3}{4}$ ". Only 16 $\frac{1}{2}$ " to top of plug. Seven-bearing, counterbalanced crankshaft, 2 $\frac{3}{4}$ " in diameter. Deep water jackets. Thick cylinder walls. Outside, accessible, removable oil pump. Price, \$765 with iron base; \$780 with aluminum base.

GRAY "SIX-90"

Six cylinders; bore, 3 $\frac{1}{2}$ " stroke, 5". Length overall, 58 $\frac{3}{4}$ "; 2 $\frac{3}{4}$ " crankshaft. Full pressure lubrication; oversize reverse gear. Price, \$1045.

Write for the New Complete Gray Catalog.

Gray Marine Motor Co. 680 CANTON AVENUE
DETROIT, MICH., U. S. A.

GRAY MOTORS

BUILT BY PIONEERS—ENGINEERS—LEADERS

If You are Thinking of a "SIX" at Any Price

—you will want to consider the remarkable New Gray "8." It is very compact—less than 60" in length over all. Only 20" high above center of shaft. Develops 117 H.P. Weighs only 880 lbs. and is priced at only \$1100.

Any boat equipped with this New "Eight" will be a better boat—a more modern boat—a more satisfactory boat, and of course, will have a value far in excess of the slightly higher cost of this finer power.

GRAY "8"

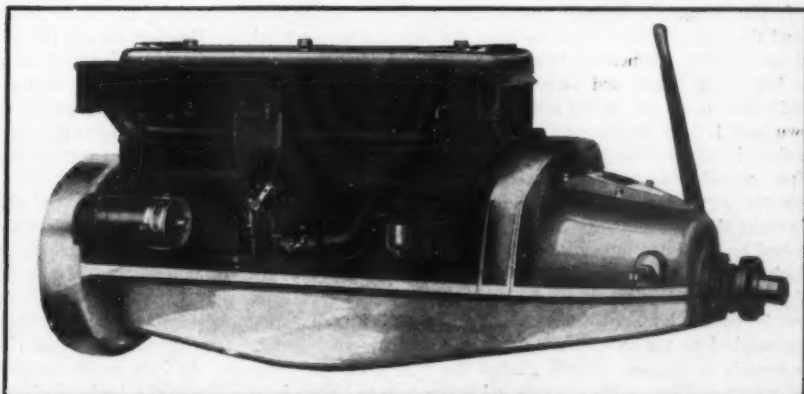
Gray Marine Motor Co. DETROIT, MICH., U. S. A.

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Marine Motor Co. of Canada, Ltd.
WILMINGTON, CALIF., The Wilming-
ton Boat Works.

"For Speed that Meets the Need Today"

- Develops more than 115 H. P.
- Under 60 inches in length.
- Only 20 inches high above center of shaft.
- Has counter-balanced 5 bearing crankshaft, 2 $\frac{5}{8}$ " in diameter.
- Has a bore of 3 $\frac{3}{8}$ " and a stroke of 4 $\frac{1}{2}$ ", giving 322 cu. in. displacement.



GRAY Also Makes Singles, Doubles, Fours and Sixes—Write for Catalog

Mention MOTOR BOATING, 57th St. at Eighth Ave., New York

Down Hurricane Alley

(Continued from page 64)

to the remotest corner of the cabin. House flies, which had come aboard, the Skipper said, when departure was taken from Atlantic Highlands, lay dead upon the sink board. Fortunately oil could be pumped to the engine by reaching inside of the door from the bridge and a rapid dash could be made to read the chronometer when necessary.

It being Sunday, it seemed as though a more sumptuous meal than usual should be indulged in, so accordingly in the early afternoon, Charlie opened another can of tomatoes and enhanced it with a bottle of very warm distilled water which was originally intended for the storage batteries. It was at this time so rough that it was necessary for him to punch a hole in the can and suck out some of the juice before attempting to entirely open the container.

With the barometer at 28.8, the hurricane shrieked through the scanty rigging and the after rail. When Banfield rose to full exposure on the crest of each mountainous and spray crowned billow she would heel with the force of the gale and then reel to the protecting valley below. It seemed as though the wind, unassisted by the seas, would tear her apart.

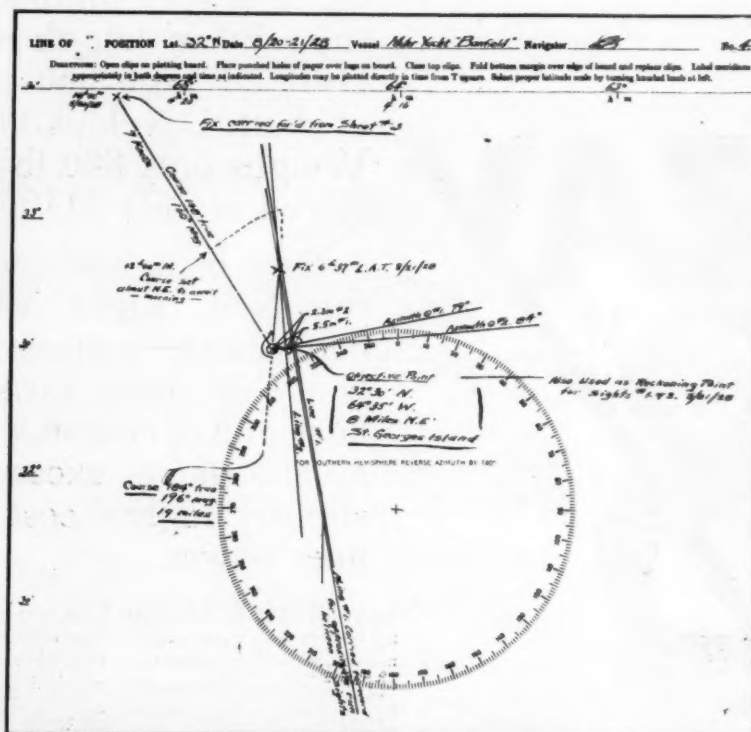
The emergency sail had been made fast before starting on the cruise by furling it against the mast and twining the sheet rope around it and the stick. It now began to loose and bag out as the wind got in its folds. Something would have to be done about it as the bag grew larger and larger. This meant that two of us would have to go out in the eyes of the little boat, cut the sail down and lash it to the anchor where it was fastened in its chocks. It meant that Johnny would have to be at the wheel. After considerable persuasion, he was sufficiently impressed with the importance of the moment and crawled to the helm where he clung, wondering what he would do if the others were washed by the board in that smother of solid and breaking water which fell to the forward deck. Charlie, with the knife in his belt, crawled over the top of the pilot house with the Skipper directly behind him. Inch by inch, holding on with all fours, they worked to the foot of the mast. Momentarily sheltered in the trough of the sea, Charlie slashed the rope while the Skipper tried to gather in the mass of whipping canvas. Then solid water fell from the skies and washed by us as we clung to mast and sail. A sudden increase in the wind as we became exposed on the top of a wave very nearly tore the sheet from our fingers,

but as she slid to the trough, it was quickly hauled in and piled and lashed on the anchor. With the sea breaking on our backs, we carefully made our way back to shelter. Johnny shook his head, sighed and relinquished the helm.

With all this pitching and tossing, flung from one wave to the depths and flung again, in constant repetition, the little Kermath ran seemingly without effort or fatigue. It would be impossible to imagine more unadvantageous circumstances for a motor. Had it stopped, it would have been impossible in this sea-way to have even procured a spare part from the box in which the spare parts were stored, much less to have fitted it to the place of the damaged one. It would, moreover, have been in

such case a dangerous and extremely difficult task to have launched one of the sea anchors. But this was an emergency which did not arise.

With the approach of another endless night, the white night, which had been lit and replaced in the rigging the night before, went out after having burned all day. Because of our remoteness from the steamer lanes and the attendant danger of procuring the lantern from the forward rigging where it was lashed and again replacing it after it had been lit, it was deemed by the Skipper less dangerous to run without lights than to attempt making



Plot of the two lines established by the sights fixing the position of the boat

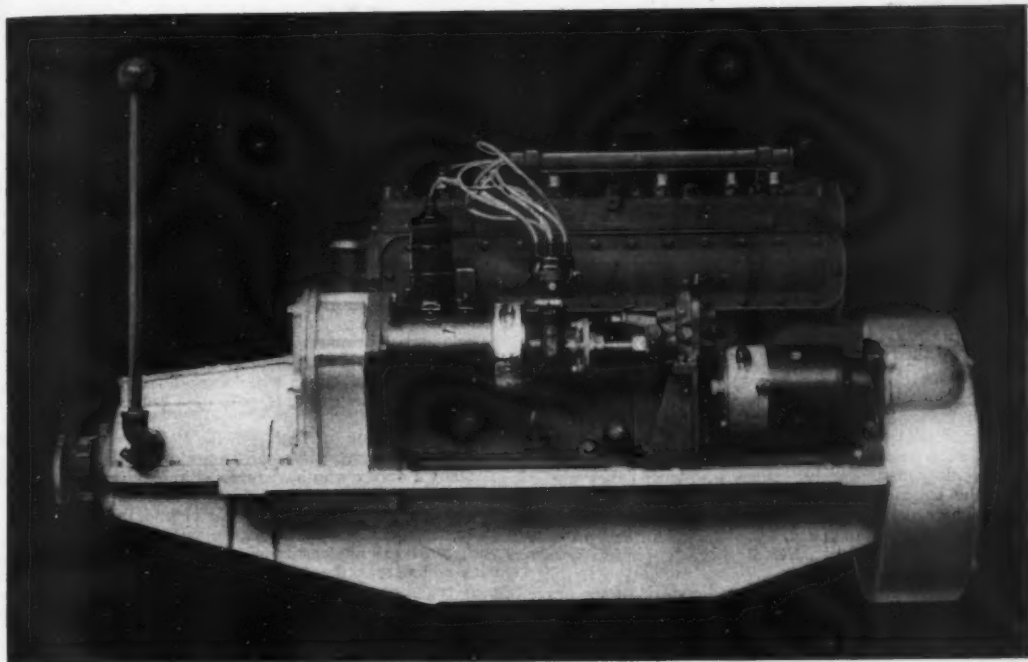
a double trip to the bow.

Deprived of the job of lighting the light, Charlie decided that he would have to do something, so he opened a can of prunes, thinking probably that they were tomatoes. He took a sniff of the can, having partly opened it, and promptly passed out and remained unconscious for nearly three hours. If there is a time and place for everything, apparently this was not the time nor place for prunes, however good they might have been.

The night dragged on, a few stars came out after midnight and the sea seemed to abate to a slight extent. The showers of rain now came much further apart and early morning gave promise that we were out of the worst of the storm, although it was still much too rough to open any port light or manhole plate of the cabin. The barometer had for the first time changed its direction and had risen two-tenths of a point.

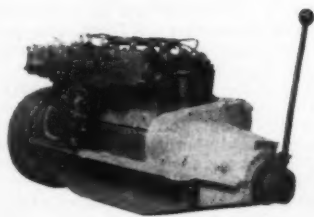
At 7:30 in the morning of the 20th, the sun unglaringly rose above the horizon of heavy black clouds and was even accompanied by a small patch of blue sky, the first we had seen in four days. But the black scurrying clouds still held the field and it was only occasionally that the

(Continued on page 112)



Announcing the New FAYBOW Challenger

THE SMALLEST AND LIGHTEST 6-CYLINDER
MARINE ENGINE OF ITS HIGH POWER



Bore $3\frac{3}{8}$ inches Stroke 4 inches
63 H.P. at 2800 R.P.M.

Weight 595 lbs. with *aluminum* base and manifolds
Weight 690 lbs. with *iron* base and manifolds.

Seven Bearing Crankshaft

Full Pressure Lubrication

All Oil Lines drilled in
crankcase (*no tubes*)

Provisions for Tachometer Drive

Write for further information

FAY & BOWEN ENGINE COMPANY, 104 Lake Street, Geneva, N. Y., U. S. A.

FAYBOW

MARINE ENGINES

Mention MoTOR BOATING, 57th St. at Eighth Ave., New York

Boating on Arctic Waterways

(Continued from page 42)

not to leave the landing for fear the steamer might have to cast off and run for shelter on a moment's notice, my impression of the place is limited to the jumble of shops, missions, warehouses and barracks scattered along the low shore and the chaos resulting from trying to work passengers and freight back and forth across the single congested point where the bow of the barge touched the half-completed quay.

Here for the first time there arose an intricate landing problem which was destined to cause much worry and anguish (to the several silly souls on the lookout for such) all the way to the Arctic. Because the barge was jammed to the roof with freight that would not be completely disembarked until the lower Mackenzie was reached, it was impossible to pass through to reach the gangway to the shore. The only alternative until the freight was off was going over the top of the barge. Since this involved clambering up six bars of the cow-corral on the stern, stepping from there to a ladder, ascending that to the roof, climbing across the lumber and canoes piled thereon and finally descending a ladder to the bow from which the shoreward gangway extended, there were several prim and proper dames who vowed they would stay aboard the steamer until they could be disembarked as a lady should. The captain, being the mildest and gentlest of men, instead of using profanity or force, tried to explain and promise better facilities at the next port, thereby keeping himself in hot water all of the down-river voyage.

I had heard and read much of the do-or-die spirit of the brave Gray Nuns of the North when treading the path of duty. This landing emergency at Resolution furnished a striking instance in point as to the lengths to which those courageous souls will go to carry on in the face of emergency. There were a half dozen of them to be put off at Resolution—pink-checked, demure-eyed young French girls direct from the parent convent in Quebec. Prayerbooks and knitting-needles had engaged every moment of their infrequent appearances upon the docks. The swirling currents of the raw rough life into which they had been plunged passed over and by them as water from a swimming duck. The primitive fleshy savagery of howling huskies, bawling steers and cursing men were just a part of the shadow-show of the world they had put away.

If any had been justified in refusing to take the hazards of that cow-corral steeple-chase over the barge it would have been the Gray Nuns, for even willingness of spirit could hardly be expected to overcome the weakness of flesh borne down by an almost palpably solid bee-hive stack of deck-length skirts and petticoats. Yet just as soon as it was made clear to them that the path of duty led by that route, they simply lifted their eyes high enough to follow the heels of the guiding lay brother, and their skirts high enough to clear the clogging cables criss-crossing the bow, and went ahead. Just as soberly and sedately as they had paced their matutinal knitting promenades up and down the decks, they went through the dogs, over the cows, up the ladder, in and out among the canoes and lumber-piles, and so down to the bow of the barge and out along the gangway to the quay.

The rest of the way was easy. There was an unobstructed path to that aching white wooden building over across the sand. That was their home—their life. "Blessed be the pure in heart for they shall inherit the earth." The Gray Nuns had come into their inheritance.

In unedifying contrast to the sedate home-coming of the Gray Nuns was the experience of the next returning pilgrims who assayed the hazards of the route of the cow-corral. She was a buxom breed who had supplemented her schooling in the Resolution mission school with a course in an Alberta convent. Education had brought flapperization, expressed in the usual bobbed hair and skirts and a leer that wrinkled her sloppily-slapped rouge to the seeming of a bas-relief of the furrowed slope of a flow of lava. Carmine cheek-paint, indeed, was the only thing the raucous-voiced hussy had on that was thick enough to resist the explorative bill of a mosquito, and thereby hangs the tale of her undoing.

Fuming and fussing the while she funkled the clamber over the barrier barge, considerable sections of inadequately protected anatomy were thoroughly grazed over by the swarming little pests from the marshes along the shore. Every time a plethoric mosquito was successfully swatted a smear of blood appeared, and this happened so often that the reluctant legs that finally dragged their spitefully spitting owner along to the stern of the barge looked as though they had been wading in strawberry jam.

Now a huskie that has had the fear of man pounded into his heart with a club (and what northern dog has not?) is usually very chary about taking a nip at a passing leg. He will rage at you from the end of his chain but the lifting of even a hand will

rarely fail to back him out of fang-swipe. But this respectful demeanor is exercised only toward a confidently planted leg backed up with a kick or a stick. A trembling leg with no threat of a follow-through is another matter.

It was no especial predilection to veal which prompted that first questioning muzzle, nor was there anything serious in the facetious suggestion that the friendly team of huskies tethered along the rails of the cow-corral were preparing to celebrate the prodigal's return by killing the fatted calf. It was merely the fact that the calves in question were reeking with fresh raw blood, and that it was too much to expect to brush them past the muzzle of the most thoroughly club-cowed huskie without eliciting at least a lick and a promise. And that is about all that would have happened had not the hysterical wench tripped on the lashing cables and gone down with those luscious calves flopping as invitingly (to the eyes and nose of a hungry huskie) as a regale of flung fish.

To the sled dog of the North the sight of a fellow animal down and helpless is an instant call to attack, as the clean-picked bones of many a driver who has stumbled in leading his team will attest. And there might have been some bone-picking right here had the affair been entirely one of the girl and the dogs. The two or three with enough chain-scope flew into the floundering figure with howls of gladness, but only to slink back under the corral bars at the roar that went up from the throats of the score of men rushing in from all sides. The next instant the worst of the aggressors was being clubbed and kicked into forgetfulness by his trapper owner.

The girl, although unmarked by a single honest-to-dogness bite, came out as mused as one of those meat-stuffed dummies they throw to the movie lions in the gladiator pictures; and much madder. The phrasing of the very scathing but literally truthful aspersions she cast upon the maternal progenitors of all huskies could never have been learned in a convent; or at least I hope it wasn't. To prevent further infuriation of the dogs the angry vixen was put ashore in a canoe.

"And when she had passed it seemed like the ceasing of exquisite music."

A romantically inclined young Hudson's Bay clerk breathed the quotation as the high-keyed comments on canine pedigree died down in the distance.

Ludicrous as this incident was, and as little to the discredit of the exceptionally well broken dogs that figured in it, it still served to show how real is the menace that lurks in the wolfish huskie. The developments of a few seconds will change faithful servants to savage brutes ready to tear their master limb from limb. Children are the most frequent victims, and there is not an Indian village in the North where little scarred faces and bodies do not offer all too eloquent evidence in confirmation of the stories told of the others that have been pulled down and eaten. On the return voyage of Distributor we had with us a little Eskimo boy who had been all but torn to pieces by dogs on Hershell Island. As a result of the encounter he bore not only a terribly torn head but also an almost maniacal hatred (rather than fear) of huskies which impelled him to beat or kick one whenever safe opportunity offered. His attempt to kill with teeth and hands a newly-born puppy, snatched from a litter in the corner of the barge, was the most primitive outburst of infantile fury I have ever witnessed.

Nor are the native races the only victims of the half-controlled savagery of the wolfish brutes they have tamed to their service. A season or two previously the white wife of an officer of the Mounted Police at one of the northern posts, losing her footing in playing with the dogs that had frisked to meet her, was set upon and bitten so badly that she died. And it was playing dogs that had turned upon the infant child of the Hudson's Bay manager at Simpson and all but chewed him to death. I saw the boy at Hudson's Hope, growing up weak and nervous from the shock and with twisted eyes that would never come straight. Mrs. McDermid, who was about to become a mother again at the time, never completely rallied from the horror of the experience. She was taken out on the same steamer by which I went back down the Peace, dying in an Edmonton hospital a fortnight later.

A freshening breeze was rippling the surface of the lake as Distributor backed away from the Resolution quay and when she had reached the open water beyond Moose Deer Island there was enough air stirring to kick up a slight but perceptible swell. Although neither wind nor sea was strong enough to have given pause to a skiff or canoe, the effect on the loosely-built stern-wheeler, with her shallow draught and top-heavy upper works,

(Continued on page 72)

Here is the *New* Diesel Cruiser Squadron

YOU'VE been hearing a lot about Diesel powered craft of late—of their dependability—lack of fire hazard. You've heard that a Diesel boat has three times the cruising radius of gasoline. But, perhaps like many another man, you thought only of Diesel-equipped boats as existing in the larger-size yacht class.

At any rate, this advertisement will be of news interest to you—for it is the announcement of the new Humphreys Diesel Cruiser Squadron, now ready for your inspection. Which means that today the dependable, safe, economical features of Diesel power are made available to yachtsmen in the popular, smaller-sized craft.

Three Popular Sizes

**The 66—Commander The 55—Navigator
The 43—Explorer**

Before the Frederic P. Humphreys Company, Inc. engaged in the building of small Diesel Cruisers, it undertook the most rigorous series of tests possible—both here and abroad, and only then entered into actual construction. Test boats have been in commission for a year. Comparisons made over this extended period satisfied officials of this Company that Diesel represented great superiority in the matters of economy, reliability and safety.

Therefore, the new 1929 Humphreys Cruiser Squadron is Diesel-powered.

Custom Quality

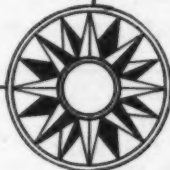
Although designed in the three sizes, you may rest assured that Humphreys boats are not "stock cruisers." They embrace the refinements and individual interior and equipment of the owner's taste. They are designed and built by men who have produced fine Diesel Cruisers of sizes ranging from 37 to 136 feet for many well-known yachtsmen. The hull construction and interior joiner work are distinctly superior. Strength and sea-worthiness are insisted upon, so that Humphreys Cruisers will give long, satisfying service.

A beautiful, comprehensive catalog is now ready, detailing the facts on the 1929 Humphreys Diesel Cruiser Squadron. Send the coupon for your copy.

FREDERIC P. HUMPHREYS, INC.

347 Madison Avenue • New York City

HUMPHREYS DIESEL CRUISERS



Send for the 1929 Catalog



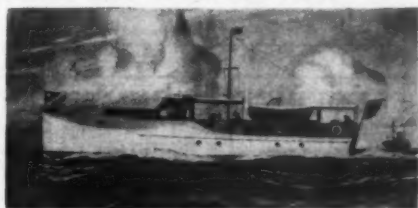
The 66 Discoverer and Commander

Accommodates five to seven plus Captain and 2 hands. Large bridge deck; sheltered after deck. Roomy saloon. Cruising radius 1800 miles; speed 13-14 miles. Twin Standard Diesel engines—40 to 60 h. p. Personally selected furnishings.



The 55 Navigator

Cruising radius 1900 miles—speed 12 to 13 miles. Accommodations for four plus 2 crew. Large sheltered raised deck, sheltered cockpit. Complete equipment. Personal choice of fittings. Standard Diesel engine—4 cylinder.



The 43 Explorer

In three arrangements—for paid hand or without hand or with 2 crew plus day service. Ample accommodations; wide saloon. Cruising radius 1,000 miles; speed 11 to 12 miles. 4 cylinder Diesel engine. Personal selection of decorations.

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Boating on Arctic Waterways

(Continued from page 70)

was evident at once. In spite of a continuous chorus of creaks and groans from working wood and metal she weathered it comfortable enough, so that it was less the menace of the moment than fear of what might develop later, when reduced visibility would make it difficult to find the entrance to Buffalo or Hay River, that induced the captain to tie up for the night at Burnt Island. This convenient patch of lightly wooded gravel, being directly on the course to the outlet, has slightly indented bays on either side which offer protected lees in winds from any direction.

Early the next morning the brushy tip of a lobsterstick pricking above the misty southwestern horizon gave the bearing for the turn in to the mouth of Hay River. The lobsterstick (originally lop-stick, from the fact that it is a tree with all but the topmost branches lopped off close to the trunk) serves the North for everything from a mark of navigation to a flag-pole, tombstone and monument. The early voyageurs and explorers frequently trimmed them to aid in picking up important points, and sometimes in commemoration of discoveries. In the latter instance the event and the names of the party were carved on the trunk of the tree, after which a regale of rum was served in celebration of the occasion.

A survival of this practice is found in the custom by which the Indians and breeds of a present-day hunting or scientific expedition erect a lobsterstick in honor of the leader. Dedication is effected through speeches and the firing of much of the honoree's ammunition. By way of appreciation custom decrees that he then provide the traditional regale and distribute gifts to the deserving. In theory a lobsterstick is only erected when the leader has proved himself brave and worthy; in practice it is put over willy-nilly, and with all the glad spontaneity of the Pullman porter's end-of-the-trip brushing or the bon voyages of the predatory tip-line at a Continental hotel.

Hay River, which flows into Great Slave Lake about midway between the mouth of the Slave River and the outlet of the lake, is notable for two things—the Anglican Mission and Alexandra Falls. The Mission, founded over twenty years ago by Canon Vale who was still in charge at the time of my visit, is one of the outstanding institutions of the North. Alexandra Falls, discovered and named by Bishop Bompas in the seventies, are comparable to Niagara in form and grandeur.

Steaming up a quarter of a mile along river banks lined with racks of drying conies and whitefish, Distributor tied up for a hurried discharge of freight at the Hudson's Bay landing. Although not exposed like Resolution, no time is ever lost at Hay River if the weather is favorable to getting on and out of the ever-threatening lake. There was just time for a walk up and down the waterfront and a visit to the Mission before the warning whistle called us back aboard.

Canon Vale, who expected to go out on the return voyage for a well-earned retirement, told quickly of his work before turning us over to his assistants to show their several departments. In addition to the church, school, hospital and the other regular branches of frontier mission work, there was an experimental farm in charge of a scientifically trained agriculturalist. All of the vegetables of warmer latitudes were raised in abundance, as well as wheat and oats. Some of the cultivation had been done by dog-drawn implements.

The children of the school came from all of the posts between Great Slave and the Arctic, several grinning Eskimo imps being included in the group which posed for me on the mission steps. Inquiring about two extremely pretty little blondes whose pink cheeks, blue eyes and sunny curls made them conspicuous among their darker schoolmates, I was introduced by the matron to their mother. This grave-eyed good-looking young woman proved to be Mrs. Storker Storkerson, wife of Stefansson's chief Arctic assistant and daughter of the notorious Captain Charles Klinkenberg, sometimes called "The Sea Wolf of the North."

Stefansson has written at length of both characters. Storkerson served him bravely and well and is still engaged in Arctic exploration. Klinkenberg was also a man of great courage, but also desperately reckless and violent. It was he who brought out the first story of the so-called White Eskimo of Victoria Island; he, too, who was subsequently charged by survivors of the crew of the Olga of having murdered several of their number in cold blood, a crime, however, of which he was never convicted.

Klinkenberg had several children by his Eskimo wife, and one of these, on growing up, had married Stefansson's energetic Danish lieutenant. Things went well enough as such marriages go—as long as it lasted. The deserted wife and children were fortunate in finding a home with such considerate and sympathetic friends. As to what remains for them, none at the mission would hazard a guess. The flotsam and jetsam of the transient

(Continued on page 74)

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Boating on Arctic Waterways

(Continued from page 72)

unions of trappers and traders is cast up along the Mackenzie. The only difference is that that which has lodged at Hay River is a bit higher quality of salvage.

One of the increasingly acute problems of the Hay River Mission had been to reconcile the Indians' primitive ideas of modesty to the modern dress of the nurses and teachers. Taught by the first missionaries that skirts should be long enough and full enough to hide everything from the toes up, the simple aborigines had viewed with augmenting horror the anatomically expositional rigs brought in by each season's crop of lady assistants from the outside. By gently counselling in favor of something less than the prevailing fashion's decree of revelation in costumes worn where they would fall under the critical eye of the Indian, Canon Vale had managed, up to the present summer, to navigate between Scylla and Charybdis without disaster.

And then a terrible thing had happened. On the first trip of the steamer there arrived a nurse who had also been a swimming instructress. Attracted by the warm limpid water of the Hay, and before there had been a chance to explain to her the ramifications of local modesty, she had slipped into a very abbreviated silk one-piece bathing-suit and lunged off across the river. The ten minutes that it took her to negotiate a quarter-mile with the Australian crawl was ample time for the horrified Indians to assemble in a yammering mob for a close-up of the Venus-like emergence.

There was no violence, of course, but just deep indignation and withering scorn, especially among the elders. Maddest of all was the old Slavi Chief, who claimed that the defiling dive had been made into the very eddy from which he had dipped drinking water all his life, as had his fathers before him. Now that a naked white squaw had disported herself there that ancestral fount could never be used again. In vain Canon Vale protested that the swift current of the river had wrought speedy and complete purification. The scandalized chief, from that day on, had ostentatiously paddled across to the undefiled main channel of the river for every bucket of water he dipped.

In the light of the fact that this same reach of river was constantly receiving all of the drainage of a waterfront reeking with offal from thousands of drying fish, the hypersensitiveness of the old hypocrite seems a bit ridiculous. Behind what was partly a play to the gallery, however, stood the ancient tradition of the northern Indian that women, except in the regular course of her duties and functions, brings bad luck. Some, for instance, take great pains that no squaw shall touch their weapons when they are about to depart on a hunt. Mackenzie records how he contrived to refuse a chief's request to ferry an Indian family across the Peace by pointing out that it would be unpropitious to carry a squaw in a canoe that was about to set out on so arduous a voyage.

Beyond discouraging further one-piece bathing-suit dips in the vicinity of the Indian village, Canon Vale made no concession to the outraged feelings of the Chief. Long experience had taught him that Time was the best healer of wounded Indian sensibilities. And so it chanced in this case. We heard the story on the return voyage. The cross-river jaunts for pure water continued for a fortnight after our departure down the Mackenzie—to cease permanently from the day following the afternoon on which one of the Mounted Police had surprised the keen-eyed old warrior nosing his canoe through the willows suspiciously near the secluded bend at which the ladies of the Mission took their daily dips.

The Alexandra Falls are less than fifty miles from the mouth of the Hay River. The voyage is not a difficult one by canoe and only the necessity of being back in Edmonton early in September to start my Saskatchewan River trip prevented my stopping over and making it. Canon Vale assured me that the rapids to be passed are not difficult, attributing the recent drownings of a couple of trappers in them to the overloading of their canoe.

An alternative route to Alexandra Falls is one which would lead from Vermillion, on the Peace, by a comparatively short portage to the middle waters of the Hay, and thence by canoe to the cataracts. By another portage at the falls the voyage could be continued to the mouth of the Bay, and on down the Mackenzie to the Arctic. This would make an interesting and entirely practicable variation of the Peace-Slave-Mackenzie voyage outlined in my opening chapter. By turning west at Fort McPherson and reaching the Porcupine and Yukon by the Rat River portage, there could be completed an almost continuous inland waterways voyage unrivalled for variety and interest by no other on the continent.

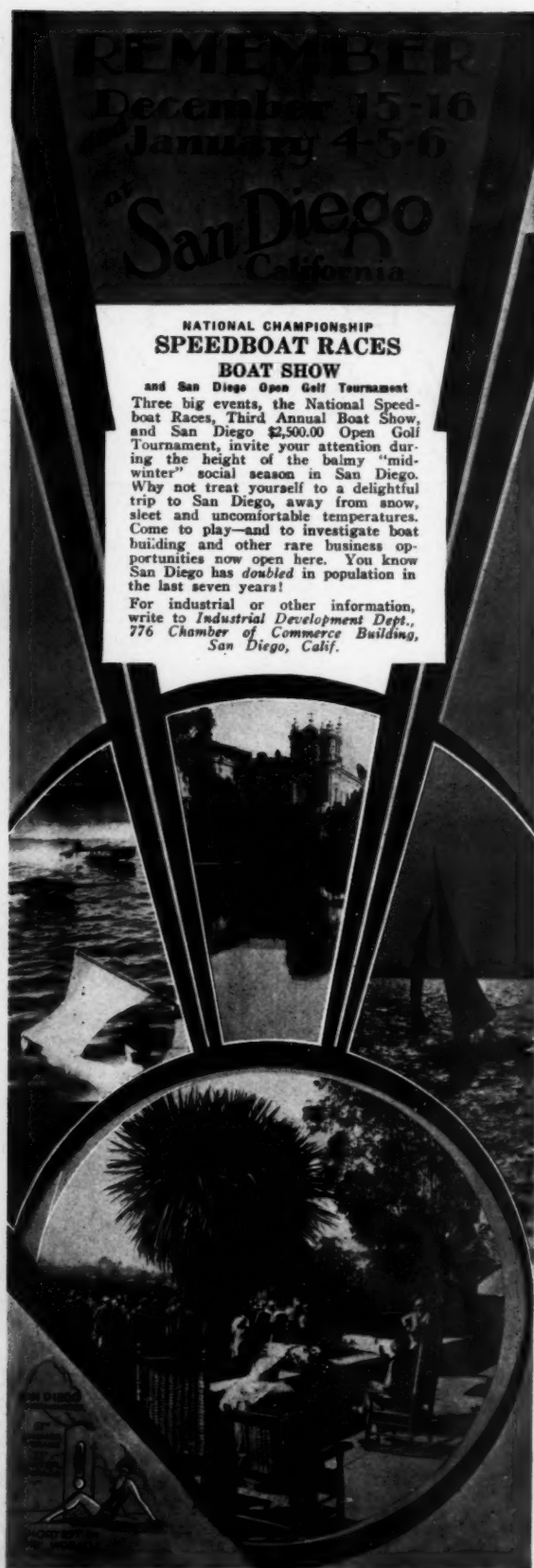
(To be continued)

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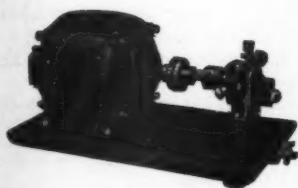
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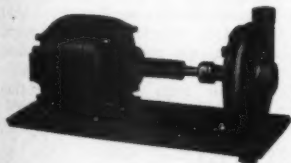
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The Badgers

(Continued from page 18)

for badges. The Committee was to decorate 2,000 Badgers for the event. There were 250 Badgers, or more, for every individual engaged in the race and this is a record. We never heard of another sporting event that boasted 250 Badgers to every single contestant. A ratio of 250 to 1 is the largest the Badgers ever achieved.

* * *

THE committee having set aside \$500 to decorate the Badgers still had the job of deciding what to do with the Badgers after decorating them. Where shall they be placed? Where shall they be permitted to strut?

A float was out of the question. It was not mentioned any more in committee meetings. A tug would not do, either. The tragedy of Long Island Sound had proved that. The tension was relieved by one of the leading committeeman. He made a speech:

"Gentlemen, it has been definitely proved that a Badger does not wear a badge so that he can see the race from a point of vantage. A Badger does not come to see; he comes to be seen.

"I have made a long and thorough study of Badgers and Badgerism and I have discovered that to satisfy a Badger he must be placed on view. He must be permitted to strut among his commone rfellows. If he can not show his badge it is worthless to him and, after spending \$500 for badges, it would be a deplorable waste of money to place the Badgers where the common herd can not gaze upon them, so I propose, gentlemen, that we set aside a portion of the dock big enough to accommodate the Badgers. I propose that we set apart that portion of the dock which is in plain view of the island, that we rope it off and that we secure police protection so that none but Badgers can gain entrance to this parade ground." *Continued on page 120*

A signal for safety

I HAD noticed it just before the engine choked and died — the smell of gasoline. A signal to be careful, on any boat. We were then drifting through the dark, just beginning to get nervous. My first thought (as usual in an emergency) was the Eveready Flashlight that's always hanging ready near the wheel. Its bright, safe beam soon discovered the trouble—a dripping carburetor with a stuck float. A minute's work to fix—but who'd like to tackle that job by matchlight?

Every able seaman has the flashlight habit. And he knows the secret of real flashlight service. Batteries it is, Eveready Batteries. What a load of daylight those little cells do hold! They're certainly first when it comes to lasting. They're full of life and light long after ordinary batteries are down and out. You'll want them for your flashlight. Insist on genuine Eveready Batteries when you reload.



Did you ever turn a turtle—shoot an alligator—shake a nut from a coco-palm—snag a sail-fish?

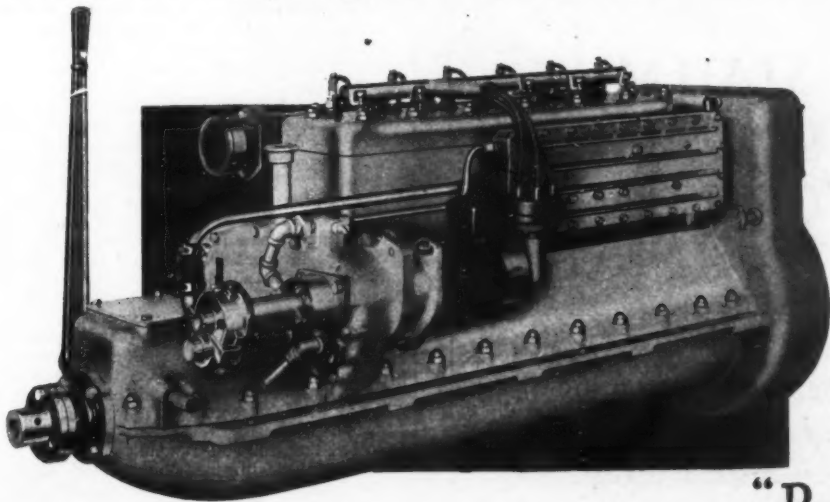
Sail over sapphire seas to a glorious tropical island offering to the sophisticated sportsman thirteen daily hours of sunshine for boating, fishing, golf, motoring (cars are duty-free), polo, tennis, horse-racing (100 days); and at night the smart amusements of International Society in Opera House, Casino, and palatial Yacht Clubs.

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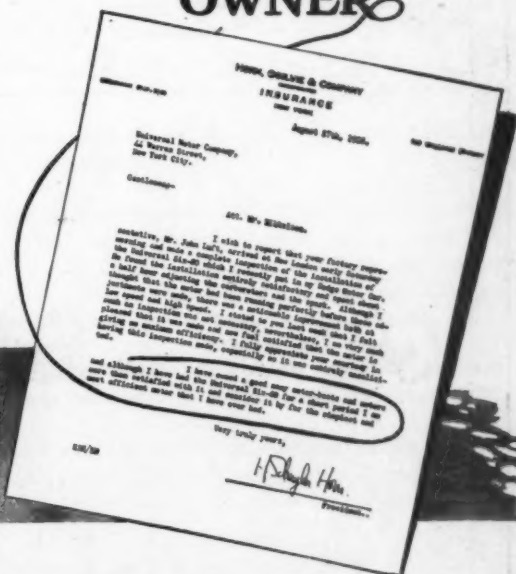
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Alaska and Back on Sea Pirate

(Continued from page 31)

seemed so very substantial. The rocks, the trees, the moving ships that seem so keenly alive; all melt into nothingness, fade away before one's eyes. And I have seen again the lifting of this queer, mysterious shadow that has made of one an atom, a floating electron among the lofty planets. But never, before nor since, have I seen the world emerge so exquisitely from its apparent oblivion as on that morning. Blank as had been our world, its pall of darkness was a barrier for the brilliant July sun to try and pierce.

Our reckoning made land near. We strained our eyes and our senses and then, like spirit forms from another world, materializing out of air before our dumfounded optics, emerged first the graceful cone of a tall, drab pine tree, rooted in vapor; then a bald brown rock, ragged on one edge and a few tall piles, ethereal, stalking ghosts in the shifting white of clammy shrouds. Before our vision, as if some giant wizard majestically waved his wand above, and spoke commanding words of incantation, the last dissolving vapors faded away into the nothingness from which it had come—and there stood revealed to us under a panorama of purest sunlight a vista of bronzed water, towering shores, and lofty pine forests that gripped our hearts and held our chest expanded. No one of us spoke. Words were like dust!

"The third day of that glorious vacation we chugged up the Straits of Georgia with the rolling mountain chain on Vancouver island away on our port and the evergreen mainland to the starboard. Bing steered by compass into the busy little harbor of Nanaimo, famous as a coaling port for Alaska bound freighters.

"Ere the calm and tranquil twilight started to set in, Sea Pirate was rolling with the gentle swells of Campbell river, in the Northern part of Vancouver island. Ever hear of Campbell river? I thought so! There, anglers flock from all parts of the globe and spend a roll of coin just to hook possibly one slippery Tyee salmon. You know if they bring in one of those elusive gladiators on light tackle and it weighs over thirty pounds they win a bronze button; over forty pounds they cop a silver pin; and over fifty pounds they are presented the gold button, emblem of fishing ingenuity. Also, they are made a member of the famous Campbell River Tyee Club. Then they can go home and spin some honest to gosh yarns about shivering spines; hearts thumping like marine engine pistons; throbbing veins, sweating foreheads; tense, rigid nerves; a Strike! A Strike! Reel in, you sucker, reel in! Do you see what I mean? No you can't, you weren't there when Skookum snared that thirty seven pounder so it isn't in your heathen souls to see it!

"Not that we navigating trio lacked faith in our Palmer nor confidence in our spread of white o'erhead, but merely to comply with the ethics of sailors, we respected Mother Nature by waiting for a change of tide at Seymour narrows the following morning. Seymour narrows, the hardest part of the channel, is perhaps half a mile wide and three quarters of a mile long. The tide flows through there with express speed when she's running. Even the crack passenger liners plying in the Alaska run wait for slack water when they cross that stretch of boiling blue.

"We chugged merrily on our way, the Palmer turning over with an ease, rhythm and result that was indeed satisfying. A N.E. wind spanked down Johnson's straits throwing up a playful sea. Chuck was at the tiller, Bing was studying the Coast and Geodetic chart, and I was entering notes in the ship's log. The wind held her own, a zipping, piercing blow that sang tunes as it pierced the taut rigging. Roaring seas broke o'er the bow of our sloop and slapped down the slippery decks with the speed of a dozen tornadoes. Sans all sails, the Palmer was our only salvation. Rocky, wild shores were scarce of secluded harbors in that particular spot. Although we took comber after comber over the housing and were a wee bit damp it was jolly good sport to charge through the roaring tempest and smash right into the teeth of the whistling wind.

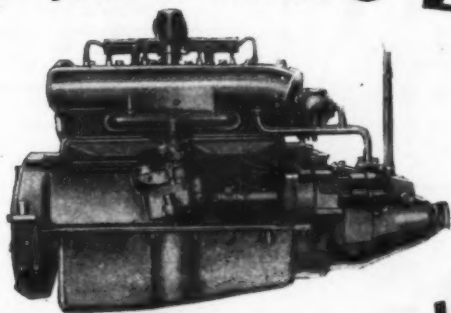
"We weren't roaring down the latitudes with our stays! under, but albeit we were having a 'ell of a good time. See Pirate rolled and tossed; the wind blew an animated, living gale, increasing in fury with every roll of the ship. Our ship handled beautiful. From that day on I had confidence in her. Now I'd sail round the seven seas with her in a jiffy.

"Four bells and 6 p. m., a rather hard to explain feeling, came over all three of us—a feeling that presaged inner! Chuck, at the tiller, warped her into a calm harbor and Bing dropped down the seventy-five pounder. In a jiffy a cheerful fire was blazing and dinner was boiling. We slept; and man, if the whole Chinese army had passed over the deck that night they wouldn't have startled us from our slumbers. That's what a day in the wide open spots will do to one. Try it, boys, this summer!

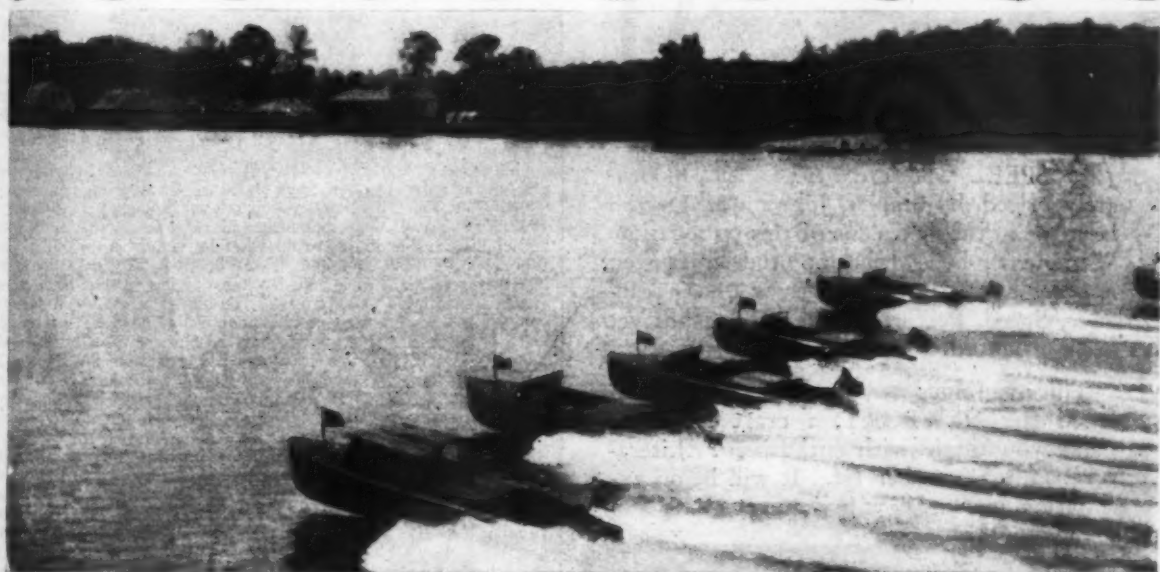
"Here and there along the coast, quaint odd bands of Indians had villages and settlements. 'Whiskey? Whiskey?' they in-

(Continued on page 80)

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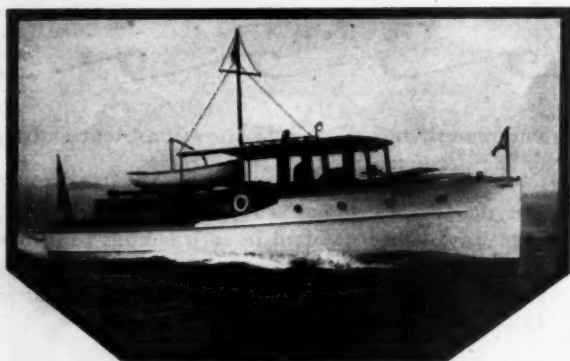
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Alaska and Back on Sea Pirate

(Continued from page 78)

variably asked. Many of those old squaws would give a great deal for a good bottle of rum. They came out into our ship like a dying man looking for water but they were destined for disappointment for the strongest thing we had in the ice box was canned cow. Odd little fishing boats passed us in their travels, many headed for Alaska and the fishing banks at Cape Omany, near Juneau. Now and then a palatial steam yacht would cruise by, her glistening white hull sparkling in the brilliant July sunshine. Here and there a picturesque salmon cannery was nestled in the inlets; with the proverbial fish scows and tenders moored by the quay. The crack liner, Yukon, of the Alaska S. S. Lines, passed not a hundred yards from our course, while the C. P. R. ship, Princess Louise, churned on her way an hour or two later. We were right out among them—ships of all descriptions; big, little and mediocre.

"The sun was low in the West; twilight stole softly upon us. Bing at the tiller, guided her with skillful hands for a calm, inviting bay, sheltered on three sides by virgin, timbered hills. We did justice to a splendidly cooked spread. After dinner Chuck and I cranked up the Johnson light twin outboard and were off in the dinghy for a reconnoitering expedition along the wooded shore. An owl hooted, a cougar yelped back in the timber; birds crooned softly in the pines; the wind murmured through the foliage; nature was everywhere! We heard it! We saw it! We felt it! We loved it dearly!

"Rounding a sand spit we entered a shallow lagoon and Skookum idled down the speed of the kicker. A man was unloading a mess of salmon from a weatherbeaten skiff. We struck a conversation. Ere we left that gentleman who had a new conception of life; the idealistic conception. If you have taken philosophy under Professor—you can agree with that stranger's viewpoints. He's an idealist; not a materialist. He lives for the ideal world; a world of happiness, success and serene contentment.

"He doesn't measure success by dollars and cents. Success to him meant a cabin out in the isolated B. C. coast; a motorboat; fishing; hunting; deep breathing; clean living; joyous living! That was success and happiness to him! Factual matter doesn't bother him, his hobby is to do what he wants to do out in the shimmering forests and jade seas. To this day I'll wager four bits that you'll still find Pete Rockness living in that little cabin on an arm of Johnson's Strait. He knows more about philosophy—more about life—more about religion—than one could learn from books. He knows boats because he ekes a livelihood from the sea. His little dory was powered with an obsolete 2 cycle, 4 hp. motor, a nondescript affair with no name on it. We were so interested in Pete's dramatic method of delivering a lecture on life that we returned to Sea Pirate minus game fish or pieces of eight!

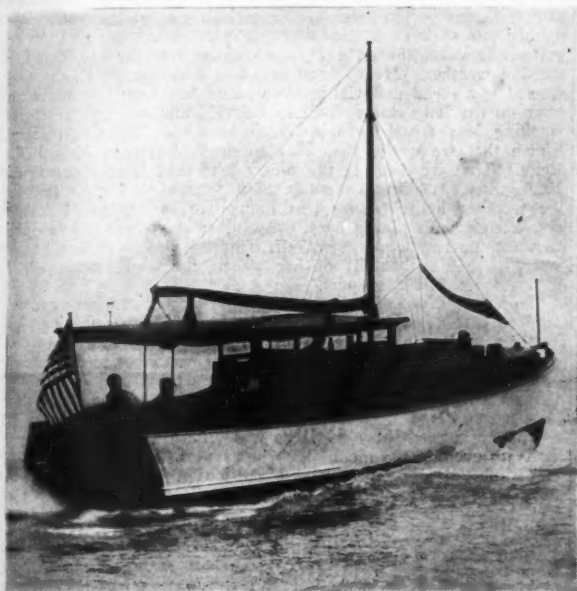
"Early the following morning long 'fore the brilliant sunshine tipped over the yonder hillside, our Palmer turned and we were away. A glorious, thrilling cruise, with the wind o. k. at times for nice sailing. She rolled considerable but with the motor running sweetly we chugged right along. It was late in the afternoon as we charged through Christie passage and proudly stuck her nose into the heaving swells of Queen Charlotte sound. The sound embodies about forty miles of open sea for the Alaska bound ships to navigate. (Those taking the inside passage.) As the day was practically finished, we decided to turn back and run for Scarlet Point lighthouse. Huge rollers thundered over the staunch ship and broke with cyclonic fury.

"Turbulent seas swished through he rigging but Sea Pirate weaved through the zephyr and safely reached the lee of Scarlet Point light. The aged Indian keeper was glad indeed to have visitors. He offered us everything that he owned for our use but we thanked him kindly and insisted on bunking in the forecabin of our beloved friend—Sea Pirate. However, we accepted the Indian's kind insistence by visiting his lighthouse and getting the lowdown on how one of those indispensable assets to motorboating actually operates. One of the keeper's sons was twenty five summers old but still had never seen a street car or a modern gas chariot called an auto in the vernacular of the four wheeled engines. You can't imagine how faithful those intrepid keepers of the lighthouses actually are. They deserve more credit and recognition than they are given.

"The next day wasn't so red hot. But few notes were entered in the log, and those were of a strictly nautical jargon. We chugged across Queen Charlotte and put up a thrilling but losing race with a cannery tender. She was just too swift for us but it took her a long time to gain any appreciative lead. As the sun changed from gold to bronze we dropped our hooks in Safety Cove and tried in vain for some music over the radio lanes of the world. After rigging up a jury aerial, utilizing a pine tree

(Continued on page 82)

FOR SHEER VALUE WITHOUT A PEER



Matthews

The "Famous Family" Matthews "38" for 1929 has been greeted by a most enthusiastic public. Matthews "38's" have always been and will always be great values (ask any owner), but for sheer value the 1929 series is without a peer. 125 horsepower motor with speed from 14 to 16 miles per hour, depending on the model, as standard—new conveniences and comforts—quality in finish and equipment throughout.

The Matthews "38" Single Cabin Cruiser pictured above has always been the most popular model of the "Family." And this model for 1929 is a revelation in what can be accomplished through constant development. The large cockpit aft has over 24 square feet of usable floor space more than it had before. Greater visibility for the steersman—greater convenience for use of charts—greater protection from weather—greater accessibility to the motor.

A warning has already been sounded on the possibility of our inability to take care of all the business that will come to us within the next twelve months. If you are interested in a Fall, Winter or Spring delivery, it would be most advisable to get your order in at the first convenient moment.

Send for Literature Now!

THE MATTHEWS COMPANY, Port Clinton, Ohio

Builders of Boats of Distinction—Since 1890

SALES and SERVICE—Belle Isle Boat and Engine Co., 9662 E. Jefferson Ave., Detroit. Bruns, Kimball & Co., 50-54 West 17th St., New York City. Wm. V. Masson, 421 Munsey Bldg., Baltimore, Md. Walter H. Moreton Corp., 1045 Commonwealth Ave., Boston. Lake Erie Yacht Brokerage Corp., 1365 West 117th St., Cleveland. Mississippi Valley Yacht Sales, Times Bldg., Alton, Ill. R. Sealy, Commerce Bldg., Galveston, Tex. Robert V. Staats, Inc., Bay Front and Palm Ave., Balboa, Calif. J. A. Scarlett, 436 East 2nd St., Cincinnati, Ohio.

Matthews SPEED CRUISER



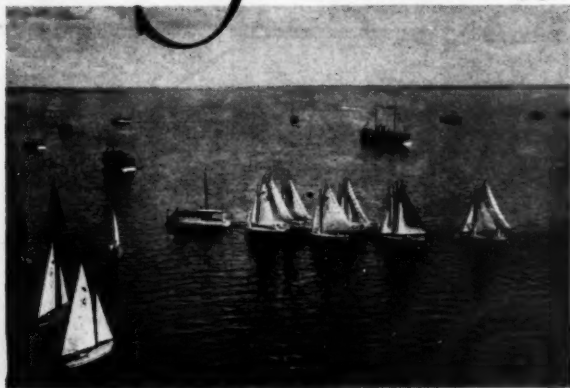
Only Matthews builds such a boat

22 TO 25 MILES PER HOUR
—WITH EVERY CRUISING COMFORT

It is only natural that the outstanding development of today in the cruiser field comes from Matthews, with its background of years of pioneering experience in cruiser building—its staff of adept engineers, the natural advantages resulting from large production of the Famous Family Matthews "38," and its wide facilities for incorporating into smart, staunch, seaworthy boats those elements of speed and style that the true yachtsman craves. Hence the Matthews Speed Cruiser—the real sensation of the yachting world—a boat that has received more lavish praise from the most discerning critics than we would have dared to bestow upon it! So great is the demand for this remarkable boat that wisdom suggests the advisability of taking steps at once if you would be a Speed Cruiser owner next year.

The Matthews Speed Cruiser—Kermath-powered, delivering 22 to 25 smooth miles-per-hour—automobile type control—luxurious accommodations—Pullman berths for 4 persons—ample day-cruising room for 10—complete toilet and galley—full-length wardrobe and clothes closet—mahogany buffet and dresser—32 feet overall—6'2" cabin headroom. Send for literature.

Come Down to Sunny St. Petersburg FLORIDA



Preparing for Lipton Cup Race at St. Petersburg

Where It's Boating Weather All Winter Long

EVERY day is an outdoor day in St. Petersburg—a day for delightful boating on Tampa Bay or the Gulf. Warm, sunny days follow each other in almost endless succession. Temperature around 70 degrees . . . blue skies overhead . . . balmy breezes blowing.

The entire Gulf Coast of Florida is a boating and yachting paradise—and St. Petersburg, situated halfway between Pensacola and Key West, is its ideal cruising base.

Here you will find every facility for the yachtsman or boatsman . . . three spacious yacht basins . . . excellent marine ways . . . repair shops, supply houses, gas, oil and water supplies.

In St. Petersburg also you will have opportunity to enjoy all kinds of sport and recreation—golf, tennis, roque, lawn bowling, swimming, fishing, horseback riding, motoring—everything you desire. A wide variety of entertainment is always at hand. The best of accommodations are available at moderate costs.

Plan now to come to "The Sunshine City" this winter. Write today for new illustrated booklet. Mail the coupon below:

M. K. CONANT,
Chamber of Commerce,
St. Petersburg, Florida.

Please send me a copy of the St. Petersburg booklet.

Name

Address



Alaska and Back on Sea Pirate

(Continued from page 80)

for one end of our aerial, we finally picked up Vancouver, B. C., through the void and heard the latest news flashes from the seven ends of life's drama.

"During the night the barometer went down like poor stock on the curb; we felt the reaction with threatening clouds hovering close to the gray waters. It finally rained; not a sprinkle but a real B. C. rain, the kind that patters down on the decks like twenty bushels of marbles falling at half second intervals. We donned our slickers, southwester, northeasters, boots and let 'er patter. It was a kind of a pleasant change from the low humidity and hot weather. Heavy head seas and a strong off shore wind slowed our speed materially. We made less than five miles an hour on the long run past Bella Bella. Bing ran out of P. A. smoking leaves and he said by the name of the Great Horn Spoon that we would just have to drop anchor in New Bella Bella. That we did. If the squaw who sold Bing a carton of P. A. wasn't toddling around in 1840, I miss my guess. 'How's the weather look?' Bing was inquisitive as he looked at the storekeeper with glassy eyes. "Wind soon go away, heap fine weather for two weeks now," the bronzed redskin agreeably answered, smoking heartily on her weird pipe which measured 30 inches from funnel to port.

"Not far out of the Indian village we crashed into dirty ground swells. Those, with lots of heavy fog or company, kept us hustling. We could scarcely see the bow of the ship from our position in the cockpit, so thick was the vapor. Chuck mapped out a course with the Coast charts and set his course with the Wilcox Crittenden compass. Chuck knows every inlet of that B. C. coast. I really believe that in a pickle he could steer up or down that rugged shoreline if he was blindfolded.

"With evening the moon stuck her smiling face above the distant timbered shoreline. The night was clear and warm with stars shining like candles, millions of miles in the offing. On and on we chugged, taking advantage of a favorable wind by furling our canvas to the snappy gust. Two manned the ship in four hour watches, while the other grabbed forty winks. As the moon rose higher in the Western sky it shed silver shafts of piercing light on the rolling sea. Now and then fish would shoot through the water. The waves disappeared with speed and rhythm, their phosphorescence looming a white bluish color as we sped through the foaming billows. All through the night the Palmer barked away—singing a steady monotone, sweet and pleasant to our ears. Her staccato charges echoed and reverberated o'er the somber water. High on the mast a white light beamed to all points of the compass, while on the taut, steel shrouds the running lights shone—red to port; green to starboard. A cheerful fire blazed in the galley; a coffee pot danced, as the aroma of boiling coffee wafted therefrom. You know that all salts must have their Java at 4 bells on the dog watch. Thus the night passed. One that won't soon be forgotten. Not a long, drawn out thing but a short and pleasant evening, full of joys and thrills, one to be remembered in tomorrow's years.

"Morning and we were sticking her bow into the rolling ozone of Millbank sound. Ever heard of Millbank Sound, lads? Well, if you haven't you won't forget it soon if you ever cross that boiling stretch in a small boat when the God of Storms is home from a vacation. We crossed that sea and caught 'er just right. Playful waves bombarded our hulk with the power of a dozen Niagaras. Every timber in her being shuddered and shook; she reeled, tossed, pitched, danced, vibrated, snorted and thundered from end to end, from keel to truck on the mast, but even so she managed to hold her sassy little nose right into the breakers and lumber on. Bing was at the helm, garbed in a fishing outfit, slickers and more slickers, but soon he was spittin' water from eyes, ears and mouth ere we were half way across that raging inferno of the blue deep.

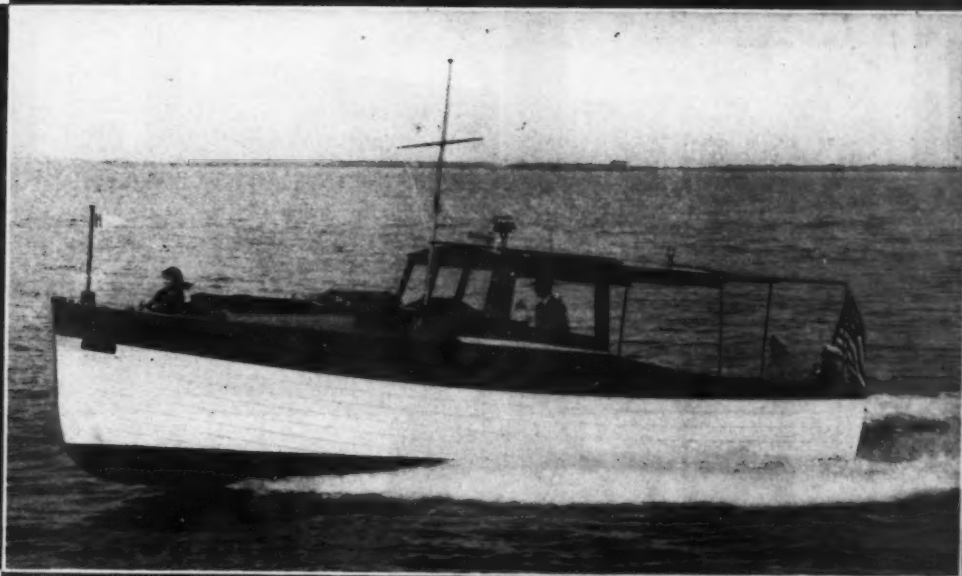
"Greenville channel was a contrast to Millbank; it was calm and serene. Lofty mountains towered down on either side. We chugged gaily along with either shore less than a stone's throw away.

"More to see what the town looked like than for any other objective, we altered our course slightly and docked at Prince Rupert, the city built on piling. There, in P. R.'s best cafe we dined and made merry with a shot or two of—Soda Water! Besides being the railroad terminal for the Western part of the Dominion, P. R. is also the Gloucester of the Canadian wilds. Sufficient halibut are landed there annually which, if stretched end to end, would reach from Frisco to Greater New York and then half way to Boston town.

Skookum Chuck had a second or third uncle who lived in P. R. when he wasn't steamboating on the Skeena, so we located the gentleman. He invited us to spend the evening with him. That we did, after first making Sea Pirate snug at her moorings.

(Continued on page 88)

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NOVEMBER, 1928



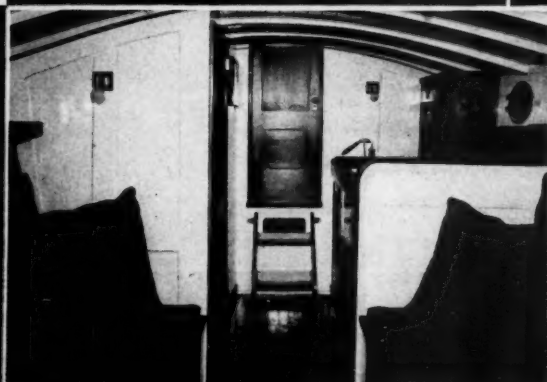
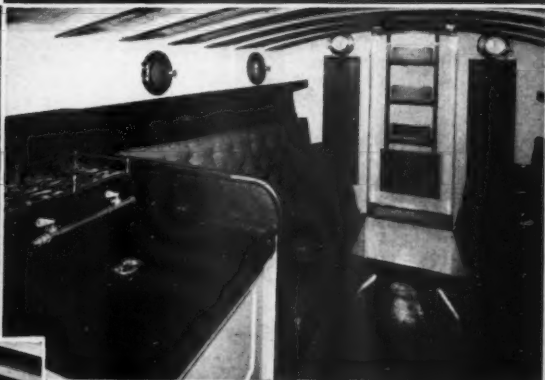
The New BANFIELD "32"

Mention MoToR BOATING, 57th St. at Eighth Ave., New York

The World's Fastest

Looking forward in cabin, showing full size Pullman berths and companionway to bow cockpit.

Looking aft in cabin; large enclosed toilet is on left. The cabin has six-foot headroom, is well lighted and ventilated.



Close-up of galley showing Prestolite range, sink, dish rack and ice box.

RACHTSMEN who through their own yachting experience can appraise boat value and performance correctly are unanimous in saying that no other standardized boat surpasses the Banfield in value or sea ability.

And now the new 1929 model Banfield "32" offers even greater value and greater advantages for the full enjoyment of swift water travel, living afloat or for sporting ventures on the deep blue sea.

In the far away Hawaii, in distant South American countries and in Europe you will find Banfield cruisers. Search the world and nowhere will you find a faster standardized cruiser or a more comfortable or safer boat in rough water than the Banfield "32."

Masterly skill is expressed in every detail of design and workmanship in the Banfield "32." Superior quality of materials, oversized construction and rugged strength are apparent everywhere in this magnificent boat. But best of all is the performance of the boat itself. It handles like a charm with a maximum speed of twenty-eight miles an hour. You can send the Banfield "32" through the roughest blow and it will come through unharmed with all aboard safe and dry. It does not take water over the bow, but rides up and over the rollers.

Truly the Banfield "32" is a craft that instills confidence, inspires pride of ownership and insures continued satisfaction.

Standardized Cruiser

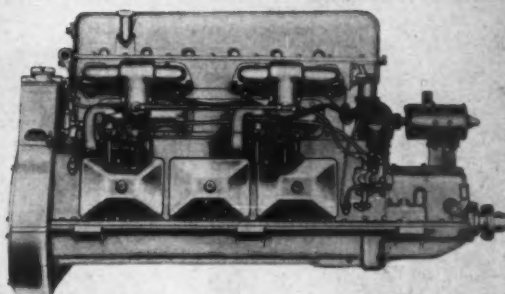


Looking forward in the cockpit. Note the unusual roominess. Engine hatch with Kapoc upholstered cushion provides comfortable seating accommodations. There is also a large upholstered stern seat.

Kermath six-cylinder marine engines are standard equipment. The 150 h.p. model shown here gives a speed of 25-28 m.p.h. and the 100 h.p. model a speed of 18-20 m.p.h.



The helmsman's position showing folding seat, foot rest, searchlight control, binnacle, unit instrument panel, etc.



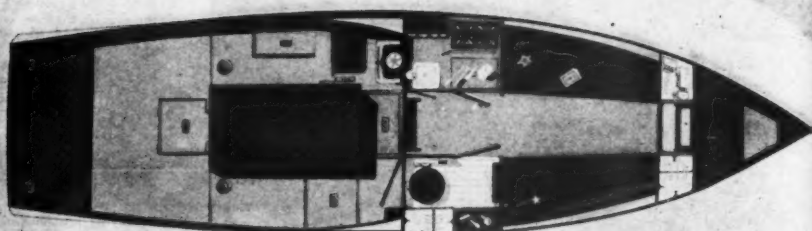
FUNDAMENTALLY the hull design of the Banfield "32" is the same as the skiff or dory used by fishermen along the treacherous waters off the Jersey coast where there are practically no sheltering harbors, making it necessary to beach the boats through the surf to make a landing. Consequently the governing factor in construction of these boats is an over-abundance of strength to withstand the terrific punishment and usage to which they are subjected every day of the year by commercial fishermen.

While rugged construction predominates in the Banfield "32," elegance of finish and completeness of accommodations have not been overlooked. Harmonious streamline design depicts grace and speed. Accommodations include four large sized individual berths, enclosed toilet, two clothes

lockers and two linen lockers, a complete galley, forward cockpit and a spacious after cockpit with removable canopy for fishing.

The Banfield "32" is available with either the 150 h.p. six-cylinder Kermath or the 100 h.p. six-cylinder Kermath marine engine, giving speeds of 25-28 m.p.h. and 18-20 m.p.h. Kermath marine engines are recognized as the world's finest marine power plants. They are of the most advanced type available, economical in operation and thoroughly dependable at all times. For many years Banfield boats have been powered with Kermath engines because experience and reports from owners prove that a more reliable motor is not built. The engine compartment is insulated with Celotex to keep motor noises from reaching the cabin.

BANFIELD "32"



Arrangement Plan of the Banfield "32"



Among the many features of the 1929 Banfield "32" is the built-in Lux fire extinguisher system, the same type of fire protection system as used on the latest Diesel yachts.



SPECIFICATIONS

LENGTH—32 Feet.
BEAM—8 Feet 6 Inches.
DRAFT—30 Inches.
BOTTOM—2" x 30" Spruce.
DEADWOOD—5" White Oak.
TRANSOM—1½" Mahogany.
SHOE—5" Long Leaf Yellow Pine.
FRAMES—¾" x 1½" White Oak, spaced 6" centers.
PLANKING—¾" Mahogany.
FASTENINGS—Copper Rivets over Copper Burrs. Heavy Brass Screws in Plank Ends.

Brass Bolts in Motor Bed and Deadwood.
HARDWARE—Brass and Bronze.
FUEL TANK—100-Gallon.
FRESH WATER TANK—25-Gallon.
PROPELLER SHAFT—Monel Metal.
RUDDER—Bronze Machined from Solid Stock.
STEERN BEARING—Goodrich Cutless.
STUFFING BOX—Inside Type.
WINDSHIELD—Mahogany with Plate Glass.

STEERING WHEEL—Chain and Sprocket.
COCKPITS—Self-Bailing.
COCKPIT COVERING—Permanent Canopy Top with Electric Dome Light. Aft Portion Removable for Fishing.
AFTER COCKPIT SEAT—Removable for Fishing.
FINISH—Cabin: White Enamel, Mahogany Trim—Blue Denim Upholstery, Kapor Filled.
Cockpit: Mahogany.
HEADROOM—Cabin: 6 Feet. Cockpit: 6 Feet 4 Inches.

EQUIPMENT

Porcelain Toilet.
Porcelain Sink.
Ice Box, 100 lb. capacity.
Cabin Cushions—Blue Denim, Kapor Filled.
Cockpit Cushions—Mahogany, Kapor Filled.
Folding Driver's Seat.
Anchor.
Rope.

Searchlight.
Pronto-Life Stove.
Pyrene Fire Extinguisher.
Lux Fire Protection System, built-in.
Horn.
Fog Bell.
Folding Lavatory.
Compass.
Binnacle.
Navy Type Bilge Pump.
Four Life Preservers.

Riding Mast.
Yacht Ensign.
Tachometer.
Waterbury Clock.
Waterbury Barometer.
Side Curtains.
Screens.
Boat Hook.
Bumpers.
Name and License Number.

Immediate Delivery

Powered with
100 H.P. KERMATH
Speed, 18-20 M.P.H., \$7150

Powered with
150 H.P. KERMATH
Speed, 25-28 M.P.H., \$7950

BANFIELD SEA SKIFF WORKS INC.

SALES OFFICES AND PERMANENT EXHIBIT
ENTRANCE
277 Park Ave. Bldg. - 302 LEXINGTON AVE. - New York City
PLANT:
ATLANTIC HIGHLANDS, NEW JERSEY
LARGEST BUILDERS OF
SEA SKIFFS IN THE WORLD

NOVEMBER, 1928

The LUX System is STANDARD EQUIPMENT on the New Banfield "32"

Banfield Sea Skiff Works, Inc.
MANUFACTURERS

GENUINE JERSEY SEA SKIFFS
502 LEXINGTON AVENUE
NEW YORK

October first, 1928.

Walter Kidde & Company, Inc.
140 Cedar Street.,
New York City.

Gentlemen:-

It is a pleasure to send you our order for fifty sets of the Lux Fire Protecting System, in accordance with our telephone conversation yesterday.

Our decision to make Lux an item of standard equipment on all 1929 model BANFIELD "32's" is, we think, a duty we owe the purchasers of these famous boats. Efforts are constantly being made to improve, not only the efficiency of these boats, but their safety as well. We feel that Lux should be a compulsory item of equipment on every boat that puts to sea. Danger of fire and its control is completely eliminated when this system is installed and we as builders, with the interest of our owners uppermost in our minds, feel that we are performing an obligation we owe them when we insist that all boats bearing our name go into service with this most important safety device aboard.

Cordially yours,

BANFIELD SEA SKIFF WORKS, INC.

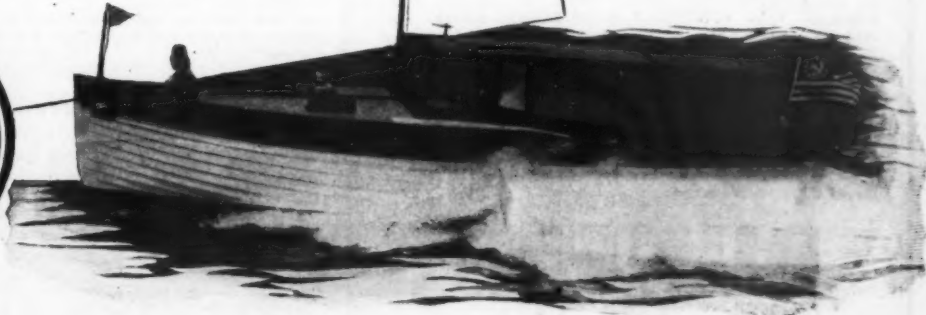
Chas. A. Hartman
Vice President.

52 Lux Systems were installed this year on Banfield Sea Skiffs. Next year Lux will be a standard item of equipment on every Banfield "32."

More and more, yacht builders and yacht owners are turning to the Lux System as the best factor of safety that can be added to a boat. Not because it's advertised, but because it has saved lives and boats in time of fire.

On yachts and motor boats, in the Navy and in the Coast Guard, it has extinguished over 100 fires without a failure. On all kinds of fires—in the bilges, around the engine, when the decks were blown away—Lux has proved itself effective every time.

Walter Kidde & Company, Inc.
140 Cedar Street
New York



The Only Underwriters' Labeled Yacht Fire Extinguishing System

Mention MOTOR BOATING, 57th St. at Eighth Ave., New York

The Newest

—in speedy, sturdy motor boats
—at particularly low prices



Dunphy V Bottom Runabout

Length 17 feet. Beam 54 inches. Mahogany planked, copper and brass fastened. Two comfortable cockpits, room for five passengers. Rumble seat forward. Equipped with Universal Flexi-Four Motor. Makes 23 miles per hour. With electric starter—\$1095. With hand starter—\$1025. (When powered with the Universal Super-Four Motor will make 35 miles per hour.)



Dunphy Sand Dab

Length 18 ft. Shallow draft tunnel stern. Runs in 11 inches of water and beaches anywhere, the propeller is protected. Room for nine passengers. Salt water equipped. Hull is cedar planked, brass and copper fastened, mahogany finished. Comes with Universal Flexi-Four Motor and makes 15 miles per hour, \$1195. (When equipped with Universal 40 H.P. Super-Four will make 22 miles per hour. Priced at \$1445.)



Dunphy V Bottom Outboard Motor Boat

Length 16 feet. Beam 48 inches. Batten seam construction. Copper and brass fastened. Makes 20 miles per hour with 4 H.P. motors—26 miles with 8 H.P. motors. Cedar planked model—\$175. In mahogany—\$250.

Dunphy launches, outboard motor boats, row boats and canoes are ready for immediate delivery. Write for the complete, illustrated catalog. It's FREE!

See our display at the Motor Boat Mart, 1725 Diversey Blvd., Chicago. VON LINGERKE & ANTOINE, Chicago Distributor. HOWARD W. LYON, Inc., New York, Eastern Distributor. ATLANTIC RADIO & MARINE CO., Boston, New England Distributor.

Progressive representatives are invited to write for our dealers' arrangement.

DUNPHY BOAT MFG. CO.
Dept. C11 Eau Claire, Wis.

DUNPHY

"famous for boats"  "for forty years!"

Alaska and Back on Sea Pirate

(Continued from page 82)

"Beautiful weather greeted us as we waved a farewell to Chuck's friendly uncle and put away for Ketchikan. Dixon's entrance had a mean streak on when we spanked across but it could have been much worse. The crack halibuter Lindy of Seattle came wallowing across the inlet and we passed her. She was bound for Prince Rupert with 40,000 or 50,000 pounds of halibut in her spacious holds.

"Not a breath of wind disturbed the sea as one peaceful evening Chuck warped her into Tongass narrows and under full sail and power we cruised gaily into the seaport of Ketchikan on Revillagidedo island. The sun pierced the fleecy clouds hanging low over the sheer mountains back of the town. Numerous fishing smacks weaved their way to and fro in the narrows. Picturesque ships of all sorts and descriptions rolled easily at their quays. Nondescript trollers with grim Indian pilots churned up and down the harbor, perhaps bound for the most profitable market where they would dispose of their wares from the sea. Skookum guided Sea Pirate to the Ketchikan Standard Oil Company and we took on gas and lubricating oils. We then cast away and were finally tied safe and sound to Tongass dock in the heart of the shipping district.

"For two days we visited friends and places of interest in the community. The third morning with the break of dawn we were away—away for Petersburg and then Wrangell, with Juneau our last port on the Northward trek. It was a calm, peaceful run through beautiful Wrangell Narrows into the historic old town of Wrangell. Stark Indian totems gave mute evidence of the days when red-blooded Indians were sole keepers of those picturesque Alaskan ports.

"Fellows, as I look at that trip now from an objective point of view and in my present state of exhilaration, I could rave on for a fortnight and tell you about our good times and joyous cruising. Do you know that Alaska is Seward's folly? Do you know that it cost the U. S. \$7,000,000.00 in warm cash and has paid for itself dozens of times o'er? Do you know that the Department of Commerce has dredged Wrangell Narrows thereby making Wrangell one of the finest ports of S. E. Alaska? Do you know the vivid, graphic history of Wrangell and those other settlements of the historic Northland? If you don't, you should know those facts. If you've never been there why dammit all, sacrifice your conscience, lease, charter or borrow a boat and head for the open spots of the North. It will do you more good, it will give you more pep, it will teach you more about self-reliance and self control and all of that old bunk than every college book ever printed. Try it! You'll get a new introspection of life. You'll see scenery that people pay thousands of dollars to hang in their parlors in stereotyped form. You'll meet many persons who aren't characters in story books. And last, but not least, you'll hear the sea sing harmonious songs that no concert artist ever rendered on the stage; you'll breathe deep the finest tonic that was ever invented by the skill of a master craftsman; you'll come back and realize what a mere atom you are after viewing those wonderful panoramas of Alaskan scenery.

"A morning that was symbolic of Indian summer days and Juneau was unveiled before us. Yes, Juneau, the Alaskan capital, laid stately and serene in a curvature of Gastineau channel. Several miles across the bay are the remains of the famous Treadwell gold mine, far underneath the sparkling waterways of the channel.

"We saw, we went and we didn't conquer but for fifty dollars a piece we had the finest vacation that was ever invented for man or woman. Exactly two months and three days after leaving Seattle port we dropped hooks in Portage Bay, Seattle. Our log showed that we had covered 2,076 nautical miles—two thousand miles of thrills and smiles—joys to be remembered in tomorrow's years."

Something New in Oil Filters

A new piece of apparatus has made its appearance on the market which may tend to remove some of the difficulties of oil and gasoline filtration which confront the motorboat man. It is known as the Cuno Auto-Klean oil filter and it is manufactured by the Cuno Eng. Corp. of Meriden, Conn.

The unit is in a cartridge container and it is possessed of some interesting features. The filtration element consists of 100 thin metal discs with spacers between, offering a large filtering surface. To clean it it is necessary to do nothing but turn a little handle at the top of the unit. As the filtering element is rotated the cleaning blades scrape all dirt and sediment from it and the dirt drops to the bottom of a spacious receptacle provided for that purpose. The filtering discs are spaced at a distance of about .0025 of an inch. All parts are made of metal and the entire unit is most substantially and compactly made.



STANDARD BANFIELD THIRTY~TWO Makes 25~28 m. p. h. with Goodrich Cutless Rubber Bearings

Banfield Sea Skiff Works, for years famous for its fast, seaworthy models, overlooks no detail of equipment which will contribute to the success of its product—and, of course, equips its 32-ft. standardized cruiser with Cutless Rubber Bearings.

Unknown to the marine world but a few years ago, Cutless Rubber Bearings are now to be found as standard equipment on practically all prominent makes

of standardized cruisers and runabouts.

They outwear all other types of bearings—eliminate vibration and shaft-scoring—prevent the expense of bearing renewals and the annoyance of mid-season haul-outs. For best results, shafting of bronze or Monel metal is highly recommended.

Write for the catalog of Goodrich Cutless Rubber Bearings.

THE B. F. GOODRICH RUBBER COMPANY, Established 1870, Akron, Ohio

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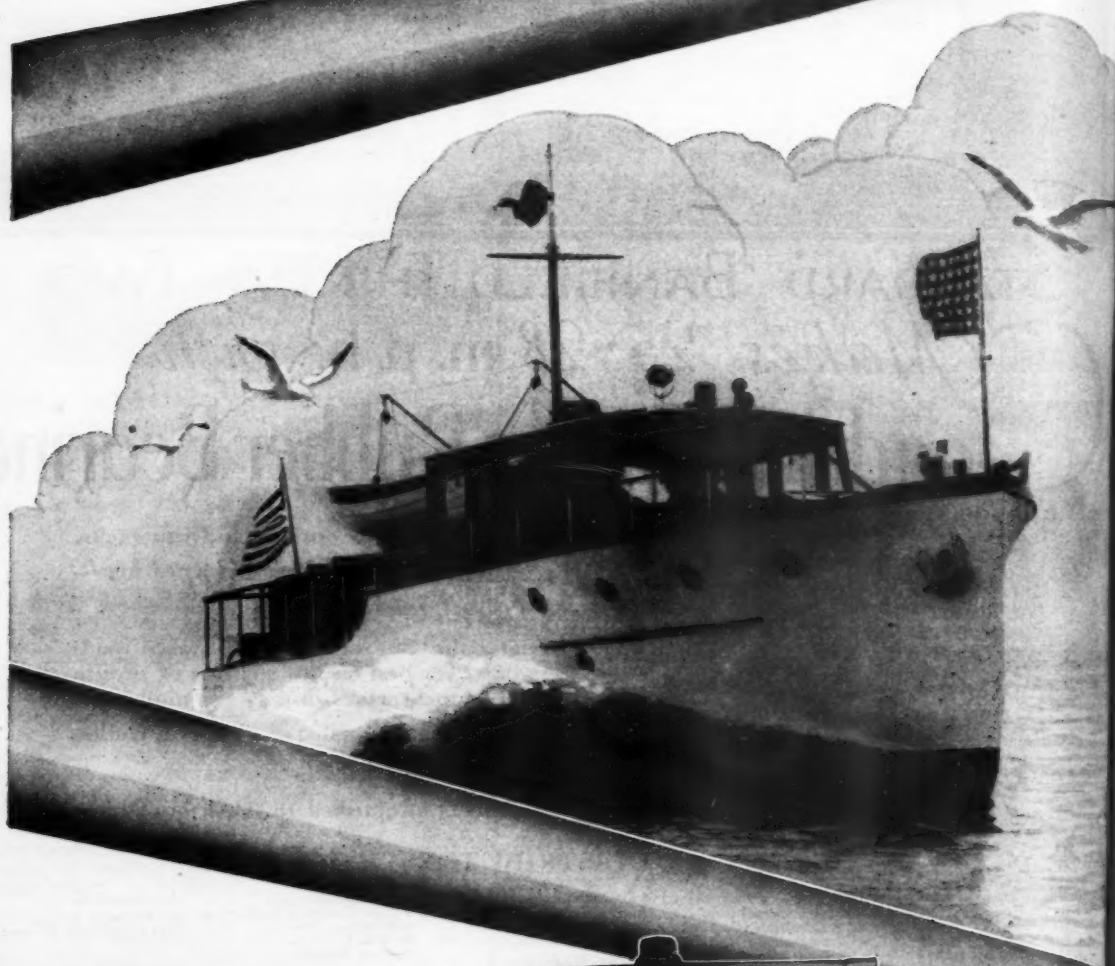
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S E THE ATLANTIC

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The Amateur Boat Builder

(Continued from page 52)



High Speed Cruising Comfort

THIS latest express cruiser, a sixty-five-footer, provides luxurious cruising accommodations with full home-like privacy for a party of four. Twin-screw powered, it has a speed of 20-25 miles per hour. Centralized one-man control from bridge, which is enclosed on three sides by a receding, full vision glass windshield. Accommodations include two double staterooms, large dining saloon forward of bridge, crew's quarters, bow cockpit and a spacious lounging deck aft.

The same fine quality of custom craftsmanship that distinguishes all boats of our design and construction is embodied in this high speed cruiser. Complete description, together with interior views, will be gladly sent upon request.

NEW YORK
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MORRIS HEIGHTS, NEW YORK CITY

See Fig. 36. If the stringer is covered with sheathing or other joiner work and a little extra weight is of no consequence, the ends may be lapped two or three feet and edge fastened which is stronger than a scarf. See Fig. 37.

It may be necessary to steam one or both ends and if this should be the case it is well to plan just how you can get it in place, and have clamps ready so that no time will be wasted in handling the hot wood.

The best and most convenient fastening, provided the parts are not too large, are copper or galvanized wire nails driven through from the outside and riveted over washers. Large fastenings can be made of rod or if galvanized fastenings is being used, long rivets with either countersunk or button heads can be purchased, which saves the work of forming a head. Generally one fastening at each frame is sufficient but occasionally a stringer is quite wide, like a strake of plank, in which case two are better.

CLAMPS. The clamp is located at the frame heads and in addition to being an important fore and aft member it serves to connect the frames and deck beams. To reinforce the clamp and provide additional fastening for the beams there is often a similar member inside of it called a shelf. There are many proportions and combinations of these two, each being an effort to obtain the maximum strength with a given sectional area of material. If there are few good cross ties such as bulkheads or continuous deck beams and also little or no continuous side deck the material should be disposed to give the most lateral strength. On the other hand if the construction is such that the side at deck is well stiffened the clamp or combined clamp and shelf may be smaller in section and the material arranged to give vertical and lateral strength about equal.

Several arrangements are shown in Figure 38. One advantage in having both a clamp and a shelf is that the scarphs, if required, can be widely separated, which is stronger than if the same amount of material was in one member and the scarf in one place. Also they are easier to fit and bend in the boat. However most amateur built boats will only require a single clamp which is generally about square. It is common practice to taper the clamp at the ends which is a scientific distribution of material and makes it easier to bend in place.

The location of the clamp is rather critical so that care must be taken in fitting it. It will be remembered that a number of the frames have been marked for the sheer line of deck which for small boats is usually the top of deck at outside of planking. If the sheer heights have been given to some other point the following instructions should be modified accordingly.

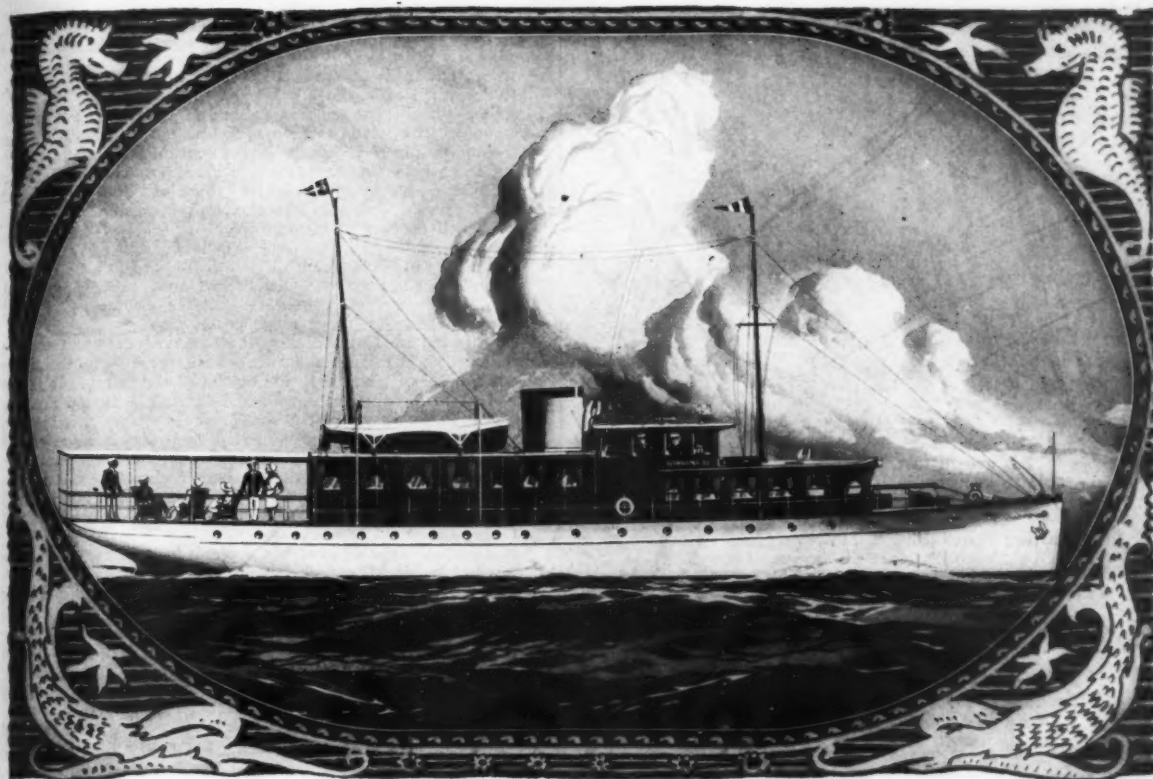
Run battens outside of the frames on both sides of the boat, keeping the top below the sheer marks a distance equal to the thickness of deck. It is best to have these battens the same thickness as the planking so that the outside top corner will represent the top of sheer strake. If the work up to this point has been carefully done these battens will be fair. If they are not, make them so with a little alteration as possible and see that both sides are the same. This can be checked with a straight edge placed square across the boat, which should be level at all points.

Next make a beam mould of $\frac{1}{2}$ to 1 inch material with both edges cut to the desired crown of deck. A little later I will explain how to lay out this mould. Place the mould across the boat with the ends resting on the battens and mark the frames on their sides for the top of deck beams. Set down from this mark the depth of deck beam which is the top of clamp. See Fig. 39.

The above instructions will only apply if the top ribband is sufficiently above the sheer line to permit the beam mould to be applied on top of the sheer battens, which is of course desirable. If there is not room the sheer battens may be run with the lower edge to the line and the beam mould applied underneath. Under no circumstances remove the top ribband until the clamp and sheer strake are fitted and fastened.

As the intersection of deck and side planking is seldom a right angle, consideration must be given to the shape of clamp in relation to the deck beams. Sometimes the top of clamp is beveled throughout its length to suit the bottom of beams, which is best and really necessary when the flare forward or tumble home is excessive. In other cases a notch the width of each beam only is beveled, or the beam may be notched to suit the clamp. If there is a shelf it is a good plan to keep it a little higher than the clamp and notch the beams over it. Modern power boats tend to rather excessive flare in the forward sections and tumble home aft so the clamp is not always as simple as Figure 38 might lead one to believe. This continual change in shape must be developed at necessary intervals and the clamp shaped to suit, before bending in the boat. Whatever the arrangement mark the frames for

(Continued on page 94)



Nirvana IV

One-Hundred-Foot Diesel Yacht

NIRVANA IV, designed by the New York Yacht, Launch and Engine Co., and now under construction for Mr. Holger Struckman of Larchmont, N. Y., will soon put its proud bow in the water, signaling the delivery of a high quality, 100-foot, custom built Diesel Yacht. It is planned to build several duplicates of this beautiful craft for delivery the early part of 1929—orders for these should be placed now.

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THE TREMENDOUS INTEREST in outboard racing during the past year has grown faster than the facilities available to keep complete records. Consequently we do not know of every victory won during 1928 with the help of Moto Meter Self-Adjusting Spark Plugs. However, from known actual records, we do know that boats equipped with these outstanding spark plugs have taken this year alone

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Practically every make of motor was represented . . . Evinrude, Johnson, Lockwood, Elto, Caille . . . and among these victories we can point with reasonable pride to the fact that MotoMeter Self-Adjusting Spark Plugs won the

First 4 places, Albany to New York Marathon.

First 4 places, Milwaukee to Chicago Marathon.

First 5 places, Boston to New York Marathon.

First place, Augusta to Savannah Marathon and assisted the Winner of the Class B International Trophy at Berlin, Germany (Miss Helen Hentschel).

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The MotoMeter Co. of Canada, Ltd., Hamilton, Ont.

MOTOMETER
SELF-ADJUSTING
SPARK PLUG



The Amateur Boat Builder

(Continued from page 92)

the clamp and trim the insides of them to obtain good bearing the full width.

It is quite likely that the forward end of the clamp will require steaming, so after it is gotten out to the proper size and shape put the end as far as it will go into the steam box and pack rags around it to hold the steam as much as possible. Due to its larger size it will require longer steaming than was found necessary for the frames. Have clamps in readiness and plan how you will proceed to get it in place so that there will be no delay.

The fastening is the same as described for the side stringer. If there is a shelf the top clamp fastening goes through the shelf also. Often when the sheer strake of planking is of hard wood one of the clamp fastenings passes through it.

The forward ends of the clamp butt against the stem and are connected with a breast hook. In its simplest form the breast hook is a piece of plank fastened on top of the clamp. It should extend out to the side planking and be crowned on top take the deck. In fact this type of breast hook is simply a very wide deck beam. A knee may be used if desired and is stronger and lighter but not really worth the extra trouble and expense. The after ends are connected to the transom with knees fastened on top of the clamps and crowned for the deck. It is a good plan to postpone the fitting of the breast hook and quarter knees until after the planking is done.

The runabout type of boat has a planksheer at the side of the cockpit but no deck or deck beams. There is generally a deck forward and aft of the cockpit, and it is customary to run the clamp as described above so that the deck beams at the ends have proper support and connection to the frames. In way of the cockpit a filling of wood is fitted on top of the clamp which contributes to the transverse stiffness and provides support and fastening for the planksheer. It is best to notch it around the frames so that it extends out to the planking. Intermediate fastening can then be put in the sheer strake and there is something substantial to take the fastenings of the guard moulding. See Fig. 40.

When fitting a clamp of this kind, where a coaming or side of cabin fastens to it, the work is much simplified by allowing for a liner as shown which will cover the fastening heads and correct irregularities of width or bevel.

The clamp in small undecked boats is called a gunwale. For light boats such as yacht dinghies it is fitted with its upper edge even with the top of sheer strake leaving a space between them, equal to the moulding of the frames. Larger boats of this type have a heavier gunwale which is fitted over the frame heads and the sheer strake is fastened to it. In either case a molding or wearing strip is fastened to the top of the sheer strake outside. See Fig. 41.

(To be continued)

Practical Knots and Splices

(Continued from page 47)

on two cores: Make fast both ends of two pieces of cord, close together and parallel for cores B. C. Seize middle of working cord to cores. This gives two ends A and D to work with. Pass one end over one core and under the other core, the other cord under body of first end, over one core and under the other and between core and body of first cord and pull tight. With same cord continue back under core and over core, with other end, over body of end, and under core, over core and between core and body of other cord, pull tight and so on.

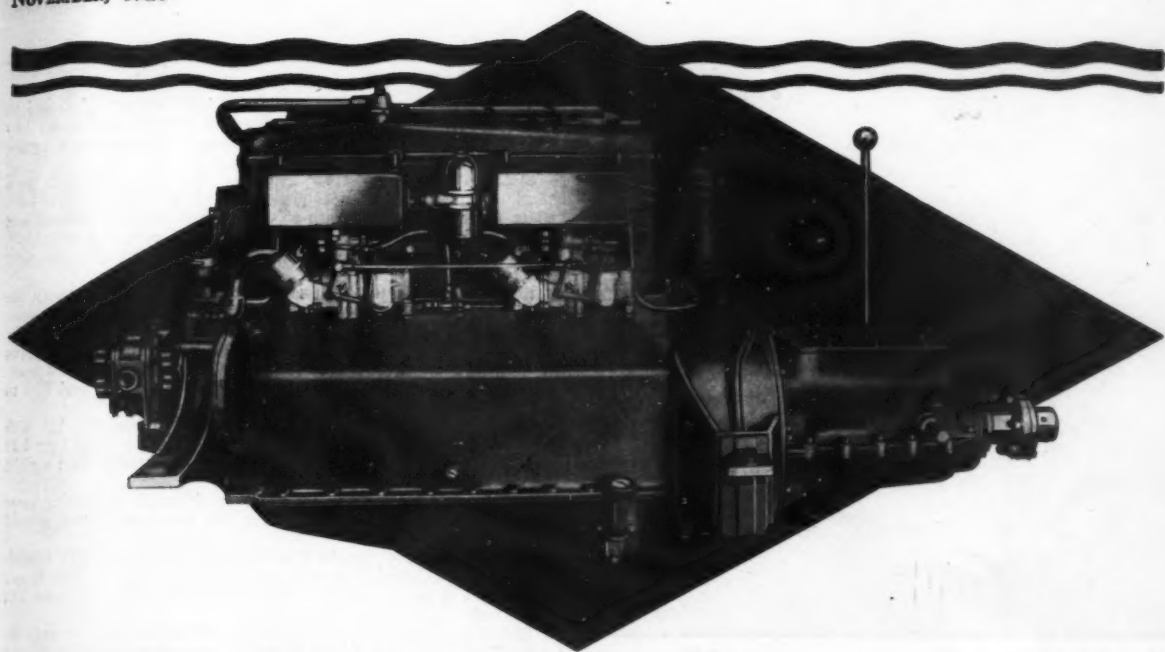
128. Six Strand Half Round Sennet: With the six strands separated 3-3 begin with A down and under left to right and up between D and E over D and across to left group. Then strand F down and under right to left and up between C and A and over A to right group. Then B down and over (left to right) and up between F and D and over F to left group and so on. The rule is down and under, up under two and over one and back to its own side.

129. Eight Strand Half Hexagonal Sennet: With eight strands 4-4 start with H down and under (right to left) and up between C and D and over D (left to right) and inside E. Then down and under (left to right) and up between H and E and over H (right to left) and inside D. Then strand G and so on. Rule: Take each strand under and around, then under three strands and over one to its own side. This sennet shows flat on one side and three sided on the other.

130. Eight Strand Square Sennet: With the eight strands divided 4-4 start with H down under and around (right to left) and up between B and C and over C and D to inside E. Then strand A down under and around (left to right) and up between

(Continued on page 96)

NOVEMBER, 1928



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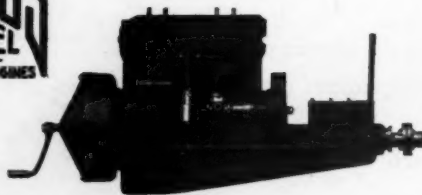
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MIANUS DIESEL ENGINE COMPANY

30 McGee Ave., Stamford, Conn.

Practical Knots and Splices

(Continued from page 94)

E and F and over H and E to inside D. Then strand G and so on. Rule: Take each strand under and around, then under two and over two and back to its own side. This makes a square sennet.

131. Left-hand Corkscrew Sennet: This sennet is made on a single core. Secure a short piece of cord between the arms of a chair for the core B. With a longer piece of cord tie overhand knots with both ends A and C around the core and pull tight. Make all overhand knots the same, left over right, left over right and so on.

132. Railway Sennet: Stretch two pieces of cord between the arms of a chair for the cores A-A. Then cut a piece of manila rope about six inches long, strand and pick out the yarns. Lay each yarn center under cores and bring both ends up over cores and down between cores, pulling tight and later trim ends even. This sennet is used to wind around stays, back stays and lifts to act as chafing gear to protect sails.

133. Three Strand Core Sennet: Start same as No. 131 with the end of the working cord in each hand make a right over left overhand knot around core B, then a left over right, then a right over left and so on.

134. Right-hand Corkscrew Sennet: Method of making same as No. 131 but use all right over left overhand knots around core B.

135. Five Strand Single Flat Sennet: With the five strands separated 2-3 with E over D and under C, then A over B and under E and so on. Rule: With the odd strand over one and under one.

136. Nine Strand French Sennet: With the nine strands divided 5-4 start with A over B and C and under D and E. Then I over H and G and under F and A. Then with B and so on. Rule: With odd strand over two and under two, then odd strand on other side over two and under two.

137. Eight Strand Double Flat Sennet (Sixteen Strands): Eight pairs divided 4-4 worked similar to No. 135 but being an even number of strands the rule is left pair over one under one, over one, the right pair under one, over one, under one. Then left pair over one, under one, over one and so on. "One" meaning one pair. If the strands were an odd number, each side would not have to be alternated.

138. Thirteen Strand Double French Sennet: The thirteen pairs (26 strands) divided 6-7 begin with outside odd pair over two pairs under two pairs, over two pairs. Then with outside pair on opposite side over two pairs, under two pairs, over two pairs. Rule: With outside odd strand over two pairs, under two pairs, over two pairs.

139. Thrum Sennet (Front and Rear Views): Made of short pieces of manila yarn. Made by twisting ends and laying similar to three strand sennet adding a yarn for every lay. Used for paunch mat and chafing gear on sailing vessels to protect sails.

140-141-142-143. Coxcombing: The method of making combing, showing different combs depends on the number of strands.

143. Three Strand Combing. Seize three cords to any round object and begin by making a half hitch with each cord around the object alongside one another, then with the first cord make an opposite half hitch and the same with the other two cords, then reverse the hitches as in first tree. 142 is worked the same but with two cords. 141 is worked with single cord using alternate right and left half hitches. 140 is staggered by using single cord and two or three right hand half hitches, then reversing to two or three left hand hitches, and so on. Using in combing a Flemish Eye, rails, etc.

(To be continued)

For the Navigators

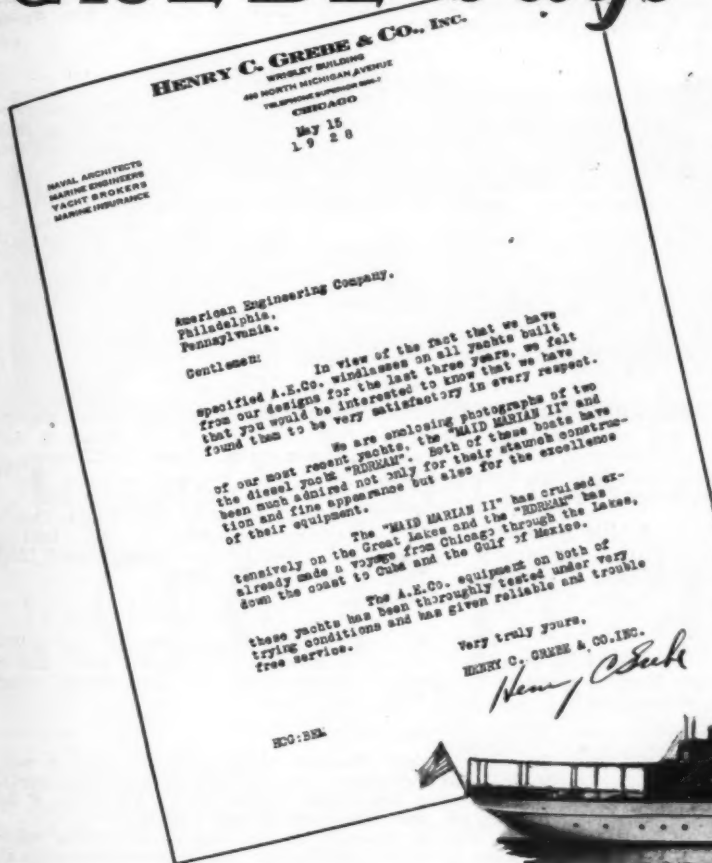
A most useful little booklet has just been published by Frank B. H. Krause, Brooklyn, N. Y., which the amateur navigator will find of particular benefit in his study of navigation. While the book is intended primarily for the professional seaman in preparing for advancement to the positions of Master and Mate in the Merchant Marine Service, the information contained is also suitable for the instruction of the amateur skipper. It consists of a large number of problems which go into detail on such matters as Dead Reckoning, the various sailings, latitude problems, altitude problems, longitude by various methods, the St. Hilaire method, as well as a number of other useful and interesting problems met with in navigation. The booklet is gotten up in pocket size, and all problems are based in a general way on those which a student is likely to encounter in his official examination for promotion in the Merchant Marine. The title of it is called Master and Mate, part II, Nautical Problems, and copies can be obtained from Mr. Krause directly at his address in Brooklyn, N. Y., 457 State St.

NOVEMBER, 1928

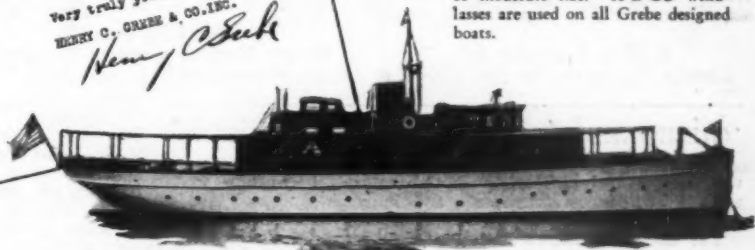
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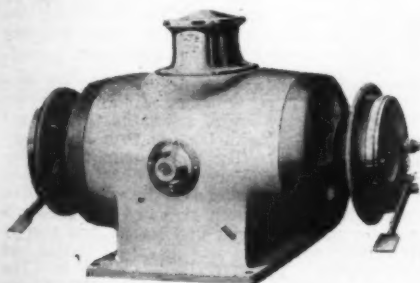
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A-E-CO Self-Contained Electric Windlass

American Motor Boat Records

(Continued from page 22)

10 Mile Amateur

Flying Scotsman, owned by David Mackay at Lake Elsinore, California, July 4, 1928. Built by B. Holt, Evinrude engine. Speed, 34.615.

Mile Trials, Free for All

Cute Craft Herself, owned by A. T. Buffinton at Albany, N. Y., July 6, 1928. Built by Cute Craft Corp., Evinrude engine. Speed, 37.749 statute.

C-U-Later, owned by M. Roy Brady at Detroit, Mich., on September 4, 1928. Built by Brady Boat Co., Evinrude engine. Speed, 29.4 nautical, 33.854 statute.

2 Mile Free for All

Baby Whale XIII, owned by H. R. Maddocks at Worcester, Mass., May 30, 1928. Built by D. N. Kelley & Son, Evinrude engine. Speed, 32.876.

3 Mile Free for All

Baby Whale owned by W. Hockenjos, Jr., at Greenwood Lake, N. Y., July 5, 1928. Built by D. N. Kelley and Sons, Evinrude engine. Speed, 32.6.

4 Mile Free for All

Rubber Baby II, owned by E. Pickard at Wilmington, N. C., October 5, 1928. Built by Herbst Boat Co., Johnson engine. Speed, 35.55 m.p.h.

5 Mile Free for All

Bonnie Lass, owned by J. F. Graham at San Diego, California, September 23, 1928. Built by A. Holt, Elsinore, California, Evinrude engine. Speed, 35.60 m.p.h.

6 Mile Free for All

Century Kid, owned by Jim Welch, at

Oshkosh, Wisconsin, July 15, 1928. Built by Century Co., Johnson engine. Speed, 33.645.

10 Mile Free for All

Bonnie Lass, owned by J. F. Graham at San Diego, California, September 23, 1928. Built by A. Holt, Evinrude engine. Speed, 35.83 m.p.h.

Class D

Mile Trials, Amateur

Baby Wanderjax, owned by Willard M. Ware at Miami Beach, Florida, March 19, 1928. Built by Boyd Martin Boat Company, Elto engine. Speed, 31.08 statute.

Mile Trials, Free for All

Uniplex, owned by W. B. Schulte and W. M. Fry, at Detroit, Michigan, on September 4, 1928. Built by Century Boat Co. Elto quad engine. Speed, 32.70 nautical, 37.654 statute.

2½ Mile Free for All

Miss Bell Air, owned by George P. Bailey at Charlevoix, Michigan, August 5, 1928. Built by Brady Boat Co., Elto engine. Speed, 35.019.

4 Mile Amateur

Orange Blossom, owned by R. Harrington at Wilmington, N. C., October 5, 1928. Built by Century, Elto engine. Speed, 37.02 m.p.h.

4 Mile Free for All

Orange Blossom, owned by R. Harrington at Wilmington, N. C., October 5, 1928.

Built by Century, Elto engine. Speed, 37.02 m.p.h.

5 Mile Free for All

Miss Elto, owned by Floyd Pierce at San Diego, California, September 23, 1928. Built by A. Holt, Elto engine. Speed, 35.99 m.p.h.

6 Mile Free for All

Bullett, owned by Bill Higgins at Danville, Illinois, September 16, 1928. Built by Boyd-Martin, Elto engine. Speed, 37.306 m.p.h.

Mile Trials, Free for All

OB 294, owned by E. W. Travis at Peoria, Illinois, September 30, 1928. Built by Boyd-Martin, Elto engine. Speed, 41.748 m.p.h.

Class E

Mile Trials, Amateur

Baby Whale XIII, owned by H. R. Maddocks at Worcester, Mass., May 29, 1928. Built by D. N. Kelley & Son, Johnson engine. Speed, 35.022 statute.

Mile Trials, Free for All

Muriel, owned by Bill Doak at Detroit, Michigan, September 4, 1928. Built by Bill Doak, Johnson engine. Speed, 22.515 nautical, 25.926 statute.

4 Mile Free for All

Uniplex, owned by W. M. Frey at Wilmington, N. C., October 5, 1928. Built by Century Boat Co., Elto engine. Speed, 36.71 m.p.h.

OUTBOARDS PLAY AT HERALD HARBOR

One of the most interesting speedboat regattas of the season was held at Herald Harbor on Labor Day. It was the first attempt by the new Chesapeake and Potomac Outboard Association but by all indications it was a pretty successful one.

The races were known as the Tri-City Motor Boat Races and are to be, in the future, held semi-annually. Entries were drawn from several hundred miles around and for a while it looked as if the Atlantic Ocean would have to be used for the race course instead of the Severn River. Everything straightened out finally and the events were run on time like clockwork.

The first heat for Class B outboards started off well with all the boats in perfect line. Roland Ragan of Washington with a Johnson motor and Fairchild Aero led the gang around and took the heat. The second heat had a bad start but they got untangled after a while and started running. Elmer Stagner of Baltimore made a beautiful run with his Cute-Craft and Johnson motor. Ragan was third in this heat. He was eventually crowned winner on points and collected the cup which was put up for the purpose.

The second number on the program was a free-for-all race for runabouts. This made one of the prettiest races of the day and incidentally one of the most closely contested.

After the water calmed down, a third event was started. This was a race for work boats of all kinds, types, and varieties. Some of these boats carried fine up-to-date engines and some of the others could hardly carry their engines at all but it made a good race and the prizes were good enough to bring out quite a field.

Races for Class C outboards were run in two heats. First came Frank Oswald with his Penn Yan Stepper, Washingtonian and an Evinrude motor wound up tight. Next came W. S. Wright of Baltimore with his Red Lips and an Evinrude motor and in back of him Holtzman of Washington tore up the stretch with his Cute-Craft and an Evinrude tacked on the stern. Holtzman had quite a trip around the course. As far as the spectators could see he never touched the water on

the whole circuit. The rest of the procession came in eventually. The second heat was as follows:—Ed Baltz came in first, Holtzman second and Wright third. There was a cup for this, too, and Baltz took it home with him.

And, then of course, to do the thing up right there had to be seven or eight free-for-alls. These were cleaned up all right and after that the spectators were more or less thrilled with one or two surf board races. By the time these were all run off the Committee felt like doing something else for a change and everybody went ashore for the celebration dinner. It must have been pretty good for we hear that they are planning something about twice as big next year.

THE PASSAIC RIVER YACHT CLUB RACES

An excellent program of outboard motor boat races was conducted by the Passaic River Yacht Club at their Hackensack River station on September 23rd. The local committee was assisted by members of the New York Outboard Motor Boat Association and the races were supervised by W. E. Willis, the genial secretary. Events had been arranged for Classes B and C engines and the amateur event in Class B was won by R. E. Ross of New Brunswick, who was driving a Herbst boat with a Lockwood engine. The free-for-all event in Class B was taken by E. Hauptner driving his little boat, Miss Minneford, and also driven by a Lockwood engine. The Class C amateur event admitted the larger engines and William C. Schanz, driving a boat of his own construction and powered with an Evinrude engine, proved to be the winner. A further Class C event, this time free-for-all, attracted fifteen starters, and was won by Edward Conrad, of Rutherford, New Jersey, driving an Evinrude powered Baby Whale. The last event was an open free-for-all in which twenty boats started. This was also won by E. Hauptner of City Island with a Lockwood engine on the stern of his little craft. The events attracted considerable attention among the large number of visitors who came to the club on the day of the regatta and it is quite possible that further racing will be arranged during next summer.

NOVEMBER, 1928



The new Commodore's Flagship leading the A. C. F. Fleet out of Manhasset Bay, Long Island

A record is logged in the history of cruising

A.C.F. FLEET DAY

ON September 12, 1928, in Manhasset Bay, Long Island, there was a magnificent assemblage of cruisers in celebration of "A. C. F. Fleet Day".

One by one, some from nearby ports and others from a distance, the graceful craft glided in... the tidy A. C. F. Thirty; the staunch Thirtyfive; the sleek Fortyone; the swift Fortyseven; the gallant Fiftyfour; and the stately Sixtyeight.

Never before in the history of cruising has there ever been such a large number of craft of the same standard make in one harbor. It speaks volumes for the universal acceptance of A. C. F.



One of the A.C.F. "41s"

as vessels of outstanding design and construction.

It is a rare compliment to the grace, the seaworthiness, and the all-round perfection of A. C. F. Cruisers to have so many prominent figures of the nautical world travel many miles to testify to their high regard.

The American Car and Foundry Company takes this opportunity of expressing its abundant appreciation

of the part which these, and other A. C. F. owners in all parts of the country, have played in making A. C. F. Cruisers a thorough success.

AMERICAN CAR AND FOUNDRY COMPANY

In the Service of the Nation's Railways... Highways... Waterways... Industries

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Other Salons at: BOSTON, CLEVELAND, SAN FRANCISCO, PHILADELPHIA, CHICAGO, WEST PALM BEACH, WILMINGTON, DEL.

A portion of the fleet at anchor in Manhasset Bay, New York.



Mention MOTOR BOATING, 57th St. at Eighth Ave., New York

REGATTA OF THE FRYING PAN POWER BOAT ASSOCIATION AT WILMINGTON, NORTH CAROLINA, OCTOBER 5, 1928

Class A Amateur—Two Heats, four miles each

| Boat | Owner | Driver | Times | | | Make of Motor | Builder of Hull | Total Points |
|------------|----------------|--------------|-------|-------|-----|---------------|-----------------|--------------|
| | | | 1st | 2nd | 3rd | | | |
| Bumble Bee | G. Pickard | Same | 9:53 | 9:36 | | Lockwood | Herbst | 761 |
| Hootman II | D. B. Downing | L. Collins | 10:12 | 10:02 | | Lockwood | Hooton | 617 |
| Cute Craft | Hunter Hogan | Same | 10:08 | 10:10 | | Lockwood | Cute Craft | 613 |
| A-4 | J. M. Rhodes | Same | 9:57 | 10:18 | | Lockwood | Meadows | 613 |
| Figet | G. R. Forsythe | H. E. Becker | 9:46 | DNF | | Lockwood | Herbst | 400 |

Speed of winner, 1st heat—24.57 m. p. h.; 2nd heat 25.00 m. p. h.

Class B Championship—Three heats, four miles each

| Boat | Owner | Driver | Times | | | Make of Motor | Builder of Hull | Total Points |
|----------------|-------------------|-----------------|--------------|------|------|---------------|----------------------|--------------|
| | | | 1st | 2nd | 3rd | | | |
| Bumble Bee | E. Pickard | Same | 7:35 | 7:14 | 7:12 | Lockwood | Herbst | 1122 |
| Miss Atlantic | Atlan. Marine Co. | J. E. Wilkinson | 7:44 | 7:20 | 7:25 | Lockwood | Herbst | 941 |
| Cute Craft | Cute Craft, Inc. | A. T. Buffinton | 7:59 | 7:45 | 8:11 | Caille | Cute Craft | 610 |
| Orange Blossom | G. Atwood | Same | 8:12 | 7:51 | 7:37 | Caille | Century | 599 |
| Kroflite | H. Vreeland | Same | 7:45 | 7:49 | 8:12 | Caille | Century | 565 |
| Baby Dart | I. J. Holler | Same | 7:41 | 7:39 | DNF | Lockwood | Indian Lake | 545 |
| Gray Goose | Lee Holmes | Same | 9:55 | 7:32 | 8:11 | Lockwood | Cute Craft | 521 |
| W-9 | J. M. Shinn, Jr. | Same | 8:05 | 7:54 | 7:51 | Lockwood | Herbst | 513 |
| Hootman II | D. B. Downing | L. Collins | 8:51 | 8:05 | 7:46 | Lockwood | Hooton | 441 |
| Rubber Baby | J. Herbst | Same | 8:03 | 9:06 | 8:14 | Lockwood | Herbst | 374 |
| Fidget | H. E. Becker | D. R. Forsythe | 7:35 | DNF | DNF | Lockwood | Herbst | 324 |
| Julius II | H. Hentschel | Same | 8:26 | 8:31 | 8:21 | Lockwood | Herbst | 281 |
| OC-284 | Hunter Hogan Jr. | Same | 8:34 | 8:19 | 8:24 | Evinrude | Gas Eng. & Bt. Corp. | 262 |
| Majo II | J. D. Deal | Same | 8:56 | 9:52 | DNF | Evinrude | Pigeon | 98 |
| Shoot | Chas. Hall Jr. | Same | Disqualified | | | Lockwood | Meadows | — |

Speed of winner: 1st heat, 31.65 m. p. h.; 2nd heat, 33.18 m. p. h.; 3rd heat, 33.33 m. p. h.

Class B Free for All—Two heats, four miles each

| Boat | Owner | Driver | Times | | Make of Motor | Builder of Hull | Total Points |
|-----------------|-------------------|-----------------|-------|------|---------------|----------------------|--------------|
| | | | 1st | 2nd | | | |
| Bumble Bee | E. Pickard | Same | 7:09 | 7:09 | Lockwood | Herbst | 800 |
| Miss Atlantic | Atlantic Marine | J. E. Wilkinson | 7:15 | 7:25 | Lockwood | Herbst | 722 |
| Hootman II | D. B. Downing | Same | 7:46 | 7:46 | Lockwood | Hooton | 580 |
| Sambo | Sam L. Dill | Same | 8:06 | 7:31 | Johnson | Meadows | 520 |
| Orange Blossom | G. Atwood | Same | 8:00 | 8:04 | Caille | Century | 450 |
| Cute Craft | Cute Craft Inc. | A. T. Buffinton | 8:21 | 7:44 | Caille | Cute Craft | 389 |
| Julius II | H. Hentschel | Same | 8:11 | 8:05 | Lockwood | Herbst | 385 |
| W-9 | J. M. Shinn Jr. | Same | 7:47 | DNF | Lockwood | Herbst | 289 |
| Kroflite | H. Vreeland | Same | 7:50 | DNF | Caille | Century | 256 |
| Gray Goose | Lee Holmes | Same | 8:12 | 8:49 | Lockwood | Cute Craft | 244 |
| Fraser's Bullet | H. M. Fraser | Same | 8:20 | 8:32 | Johnson | Boyd-Martin | 242 |
| Bullet | B. Batty | J. E. Leslie | 9:18 | 8:18 | Caille | Boyd-Martin | 225 |
| Bearcat | C. A. Mobely | Same | 8:43 | 8:31 | Lockwood | Herbst | 193 |
| Penn Yan | | | 9:52 | 9:11 | | Penn Yan | 97 |
| Skiboard | Marion Russell | Same | 9:19 | 9:26 | Lockwood | Skiboard | 89 |
| OC-284 | Hunter Hogan, Jr. | Same | 8:24 | DNF | Evinrude | Gas Eng. & Bt. Corp. | 81 |
| Gadfly | C. H. Beiger | C. R. Evanson | 8:38 | DNF | Lockwood | Carron Co. | 64 |

Speed of winner: 1st heat, 33.57 m. p. h.; 2nd heat, 33.57 m. p. h.

Class C Amateur—Two heats, four miles each

| Boat | Owner | Driver | Time | | Make of Motor | Builder of Hull | Total Points |
|-----------------|---------------------|---------------|------|------|---------------|-----------------|--------------|
| | | | 1st | 2nd | | | |
| Rubber Baby II | E. Pickard | Same | 7:00 | 6:47 | Johnson | Herbst | 800 |
| Baby Dart | E. Boyer | Same | 7:11 | 7:09 | Evinrude | Indian Lake | 685 |
| W-7 | S. W. Sanders | Same | 7:18 | 7:14 | Evinrude | Herbst | 613 |
| Baby Dart | C. H. Moranville | Same | 7:31 | 7:31 | Evinrude | Indian Lake | 514 |
| OC-21 | Thomas Davis Jr. | Same | 7:33 | 7:35 | Evinrude | Meadows | 445 |
| Miss Westover | W. J. Snakicki | Same | 7:47 | 7:28 | Evinrude | Pigeon | 445 |
| Elks | J. W. Geraty, Jr. | Same | 7:42 | 7:32 | Evinrude | Hooton | 392 |
| Miss Hoptacong | W. Hockenjos | W. C. Schanz | 7:38 | 7:37 | Evinrude | Kelly | 369 |
| Miss Collar | E. H. Patterson Jr. | Same | — | 6:59 | Evinrude | Porteus | 361 |
| S'Dont | J. B. Gray | Same | 8:09 | 7:51 | Evinrude | Cute Craft | 242 |
| Shooting Star | C. M. Scull | Same | 7:48 | DNF | Evinrude | Scull | 144 |
| Miss Lillian II | L. Luckenbach | M. Chancellor | 8:12 | DNF | Evinrude | F. E. Johnson | 100 |
| Miss News | | | | | | | |
| Dispatch | J. M. Shinn Jr. | Same | 9:03 | DNF | Johnson | Herbst | 81 |

Speed of winner: 1st heat, 34.29 m. p. h.; 2nd heat 35.38 m. p. h.

Class C Free for all 2 heats, four miles each

| Boat | Owner | Driver | Times | | Make of Motor | Builder of Hull | Total Points |
|-------------------|------------------|--------------|-------|------|---------------|-----------------|--------------|
| | | | 1st | 2nd | | | |
| Rubber Baby II | E. Pickard | Same | 6:50 | 6:52 | Johnson | Herbst | 800 |
| Baby Dart | E. Boyer | Same | 7:01 | 6:56 | Evinrude | Indian Lake | 722 |
| Baby Whale's Baby | J. B. Farror | F. Weighman | 7:24 | 7:02 | Evinrude | Fletcher | 613 |
| Baby Whale | John Allen | W. Hockenjos | 7:11 | 7:19 | Evinrude | Kelly | 580 |
| W-7 | S. W. Sanders | Same | 7:32 | 7:08 | Evinrude | Herbst | 485 |
| Baby Dart | C. H. Moranville | Same | 7:30 | 7:27 | Evinrude | Indian Lake | 421 |
| Miss Hopatcong | W. Hockenjos | W. C. Schanz | 7:34 | 7:25 | Evinrude | Kelly | 414 |
| Miss Westover | W. Snakicki | Same | 7:54 | 7:46 | Evinrude | Kelly | 310 |
| Spencer Special | B. Atkinson | Same | 7:27 | DNF | Evinrude | Porteus | 256 |
| Preston | L. E. Preston | Same | 7:45 | 8:31 | Evinrude | Penn Yan | 244 |
| Shooting Star | C. M. Scull | Same | 8:02 | 8:12 | Evinrude | Scull | 221 |
| Miss R C 2 | H. Hentschel | Same | — | 7:47 | Evinrude | Curtis | 144 |
| Fay Bow Static | Fay & Bowen Co. | L. F. Davids | 8:25 | DNF | Evinrude | Fay & Brown | 81 |
| Cute Craft | A. T. Buffinton | Same | DNF | DNF | Evinrude | Cute Craft | — |

Speed of winner, 1 heat, 35.12 m. p. h.; 2nd heat, 34.95 m. p. h.

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REGATTA OF THE FRYING PAN POWER BOAT ASSOCIATION AT WILMINGTON, NORTH CAROLINA, OCTOBER 5, 1928

Class C Championship—Three heats, four miles each

| Boat | Owner | Driver | Times | | | Make of Motor | Builder of Hull | Total Points |
|--------------------|--------------------|---------------|-------|------|------|---------------|-----------------|--------------|
| | | | 1st | 2nd | 3rd | | | |
| Rubber Baby II | E. Pickard | Same | 6:45 | 7:06 | 7:06 | Johnson | Herbst | 1200 |
| Baby Dart | E. Boyer | Same | 7:07 | 7:08 | 7:12 | Evinrude | Indian Lake | 1009 |
| Sheps Spencer | A. S. Titcomb | Same | 7:05 | 7:15 | 7:18 | Evinrude | Porteus | 939 |
| Special Baby | | | | | | | | |
| Whale | John Allen | W. Hockenjos | 7:16 | 7:13 | 7:11 | Evinrude | Kelly | 910 |
| Miss Collar | E. H. Patterson Jr | Same | 7:23 | 7:24 | 7:22 | Evinrude | Porteus | 708 |
| Miss Hopatcong | W. Hockenjos | W. C. Schanz | 7:24 | 7:36 | 7:34 | Evinrude | Kelly | 603 |
| Miss Westover | W. Snakicki | Same | 7:14 | 7:48 | 8:43 | Evinrude | Pigeon | 581 |
| Cute Craft C Horse | A. T. Buffinton | Same | 7:46 | 7:37 | 7:43 | Evinrude | Cute Craft | 440 |
| Miss R C 2 | Helen Hentschel | Same | 7:32 | 7:32 | 8:14 | Evinrude | Curtis | 438 |
| Miss Lillian | L. Luckenbach | W. Chancellor | DNS | 7:56 | 7:49 | Evinrude | F. E. Johnson | 310 |
| Fraser's Bullet | W. H. Fraser | H. M. Fraser | 7:12 | — | — | Johnson | Boyd-Martin | 289 |
| Muriel | E. R. Forsythe | H. E. Becker | 8:25 | 8:01 | 8:00 | Evinrude | Curtis | 269 |
| Baby Cod Two | F. W. Proctor | Same | 7:58 | 8:04 | 9:55 | Evinrude | Dodge | 211 |
| Super Curtis De | | | | | | | | |
| Luxe | Curtis Bros. | M. Walker | 7:46 | 8:09 | — | Evinrude | Curtis | 145 |
| Baby Dart | C. H. Moranville | Same | 7:26 | — | — | Evinrude | Indian Lake | 144 |
| Cavalier | D. Stormont | Same | 7:47 | 8:12 | — | Evinrude | Curtis | 113 |
| OC-711 | | | 8:14 | — | — | | | 36 |
| Sunny Boy II | F. C. Booker | Same | — | 8:21 | — | Evinrude | Pigeon | 36 |
| Cyclone | J. Daniel | Same | 9:03 | — | — | | Century | 16 |
| Majo II | J. D. Deal | Same | 9:34 | — | — | Evinrude | Pigeon | 9 |

Speed of winner: 1st heat, 35.55 m. p. h.; 2nd heat, 33.80 m. p. h.; 33.80, 3rd heat.

Class D Amateur—One heat, four miles each

| Boat | Owner | Driver | Times | | Make of Motor | Builder of Hull | Points Total |
|-------------------|----------------|---------------|-------|-----|---------------|-----------------|--------------|
| | | | 1st | 2nd | | | |
| Orange Blossom | G. Atwood | R. Harrington | 6:29 | — | Elto | Century | 400 |
| Uniplex | W. N. Fry | Same | 6:32 | — | Elto | Century | 361 |
| Cavalier | D. Stormong | Same | 7:22 | — | Evinrude | Curtis | 324 |
| Baby Whale's Baby | J. B. Farrow | F. Weighman | 7:27 | — | Evinrude | Fletcher | 289 |
| Kings Up | R. H. King | Same | 7:31 | — | Elto | Foard | 256 |
| Fay Bow Static | Col. S. Tooley | Same | 7:33 | — | Elto | Fay & Bowen | 225 |
| W-7 | S. W. Saunders | Same | 7:34 | — | Evinrude | Herbst | 196 |
| Elks | J. W. Geraty | Same | 7:42 | — | Evinrude | Hooton | 189 |
| Puddle Jumper | T. E. Milner | J. R. Mathews | 7:51 | — | Elto | Miller | 144 |
| ATO | J. D. Day | Same | 8:02 | — | Elto | Foard | 121 |
| Cyclone | J. Daniel | Same | 10:14 | — | Elto | Century | 100 |
| Bullet | W. J. Higgins | Same | DNF | — | Elto | Boyd-Martin | |
| Century Cyclone | M. Pope | Same | DNF | — | Elto | Century | |
| 08-446 | | | DNF | — | | | |
| Sunny Boy II | F. C. Booker | Same | — | — | Evinrude | Pigeon | |

Speed winner: 37.02 m. p. h.

Class D Free for All—One heat, four miles

| Boat | Owner | Driver | Time | Make of Motor | Builder of Hull | Total Points |
|-------------------|--------------|---------------|------|---------------|-----------------|--------------|
| | | | | | | |
| Orange Blossom | G. Atwood | R. Harrington | 6:29 | Elto | Century | 400 |
| Uniplex | W. N. Frey | Same | 6:32 | Elto | Century | 361 |
| Cyclone | Jas. Daniels | Same | 6:41 | Elto | Century | 324 |
| Faybow Static | Leo F. Davis | Same | 7:04 | Elto | Fay & Bowen | 289 |
| Elks | J. W. Gerahy | Same | 7:27 | Evinrude | Hooton | 256 |
| A T O | J. B. Day | Same | 7:29 | Elto | Foard | 225 |
| Baby Whale's Baby | J. B. Farrow | F. Weighman | 7:36 | Evinrude | Fletcher | 196 |
| Puddle Jumper | T. E. Milner | J. R. Mathews | 7:37 | Elto | Miller | 189 |
| Majo II | J. D. Deal | Same | 7:47 | Evinrude | Pigeon | 144 |

Speed of winner: 37.02 m. p. h.

Novice Free for All—One heat, four miles

| Boat | Owner | Time | Make of Motor | Builder of Hull | Position |
|-----------------|----------------|------|---------------|-----------------|----------|
| | | | | | |
| Faybow Static | Col. S. Tooley | 7:03 | Elto | Fay & Bowen | 1 |
| Fidget | G. R. Forsythe | 7:32 | Evinrude | Herbst | 2 |
| Elks | J. W. Gerahy | 7:41 | Evinrude | Hooton | 3 |
| Kings Up | R. H. King | 8:14 | Elto | Foard | 4 |
| Ray Co | L. B. Bosford | DNF | Evinrude | Thompson | — |
| Fraser's Bullet | H. M. Fraser | DNF | Elto | Boyd-Martin | — |

Speed of winner: 34.04 m. p. h.

Grand Free for All—One heat, four miles

| Boat | Owner | Driver | Time | Make of Motor | Builder of Hull | Position |
|-------------------|-----------------|-----------------|------|---------------|-----------------|----------|
| | | | | | | |
| Uniplex | W. M. Frey | Same | 6:32 | Elto | Century | 1 |
| Orange Blossom | G. Atwood | R. Harrington | 6:33 | Elto | Century | 2 |
| Century Cyclone | Jas. Daniels | R. Pregoner Jr | 6:37 | Elto | Century | 3 |
| Julius II | H. Hentschel | J. R. Mathews | 6:52 | Elto | Herbst | 4 |
| Fabow Static | Fay & Bowen Co. | L. Davids | 6:58 | Elto | Fay & Bowen | 5 |
| Baby Whale | John Allen | W. Hockenjos | 7:09 | Evinrude | Kelly | 6 |
| Shooting Star | C. M. Scull | Same | 7:10 | Evinrude | Scull | 7 |
| Baby Whale's Baby | J. B. Farrow | F. Weighman | 7:15 | Evinrude | Fletcher | 8 |
| Fraser's Bullet | W. H. Fraser | H. M. Fraser | 7:16 | Johnson | Boyd-Martin | 9 |
| Miss Hopatcong | W. Hockenjos | W. C. Schanz | 7:27 | Evinrude | Kelly | 10 |
| Cute Craft | Cute Craft Inc. | A. T. Buffinton | 7:30 | Evinrude | Cute Craft | 11 |
| A T O | J. B. Day | Same | 7:39 | Elto | Foard | 12 |
| Bullet | B. Battey | J. E. Leslie | 7:45 | Caille | Boyd-Martin | 13 |
| Kings Up | R. H. King | Same | 8:25 | Elto | Foard | 14 |
| King Bee | Julius Herbst | Same | 8:50 | Johnson | Herbst | 15 |

Speed of winner: 36.71 m. p. h.

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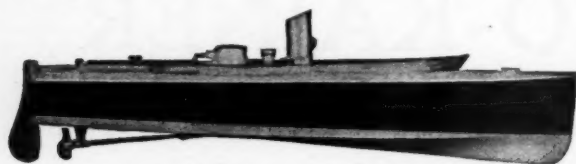
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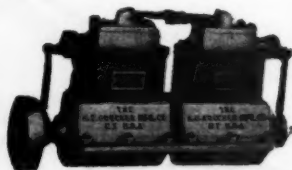
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Yard & Shop

(Continued from page 60)

Mr. Lacy will now consolidate his other business with the boat works, and give his entire time and attention to the business.

Volney E. Lacy came to Rochester in 1909 as chief engineer for the Cunningham Company when it began to build its own automobile engines. Lacy is a Massachusetts Tech man, specializing in naval architecture and marine engineering as particularly applied to yachts and vessels propelled by gas engines. His experience and knowledge of marine matters has stood the members of the Rochester Yacht Club well in hand for some years.



Mildred F. II, a 42-foot cruiser built by W. A. Spurr of Boston from MoToR Boating's design of Baby Betty published last February

JOES GEARS IN GAR WOOD BOATS

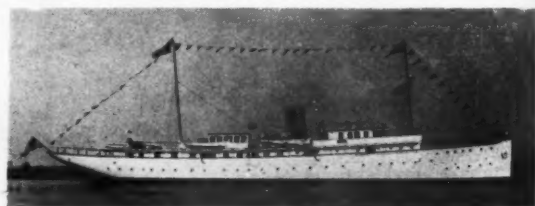
At Detroit Commodore Gar Wood used Joes reverse gears and clutches in Miss America V and Miss America VII with which he defended the Harmsworth trophy and, in the latter boat, established the new American record of 92.8 miles per hour.

The new speed boat, Rainbow VII, owned by Commodore Harry B. Greening of Hamilton was Joes equipped when it won the championship of North America and, as in the case of Gar Wood's Miss Americas, gave instant response.

In the third event, the free-for-all runabout race, in which extremely high speeds were made, Orlin Johnson ran away from everything else in the field with Baby Gar, also Joes equipped.

OIL IN MANY GRADES

The oil which was announced by the Enterprise Oil Company as outboard special was responsible for the discontinuing of production on Grade S marine engine oil. It develops that Grade S is the ideal lubricant for Universal Flexifour and single cylinder engines. These engines do not require an oil quite as heavy as grade V and therefore that Universal dealers and owners may be served promptly and efficiently with the correct grade of oil for their engines, Grade S has been again put in production and is available.



Vanda, a 240-foot diesel yacht designed by Gielow and launched in completed form at Bath, Me., for E. B. Dane

BRUNS, KIMBALL TO HANDLE CRUISABOUTS

G. Reid Richardson, President of the Richardson Boat Co. Inc., North Tonawanda, N. Y., announces that after November fifth the sales and service of Richardson Cruisabouts in New York and Philadelphia waters will be handled by Bruns, Kimball and Co., with show rooms at 50 W. 17th St., New York City and 102 S. 4th St., Philadelphia, Pa.

This company needs no introduction to the boating public. For more than 30 years they have been marketing supplies and equipment for yachts and yachtsmen.

Bruns, Kimball and Co., will soon receive shipment of the new model fore and aft cabin and master cruisabouts and will have them on display in their showrooms very soon.

(Continued on page 106)

Monel Metal Shafts now standard on all *Hackercraft*



Dolphin-DeLuxe, one of the standard boats known as Hackercraft, equipped with Monel Metal Shafts by THE HACKER BOAT CO. of Mt. Clemens, Mich.

Selection — *based on proven performance*

THE HACKER BOAT CO. has tested shafting materials just as carefully as it has tested its power plants and the other vital parts of its boats. And this is what Mr. S. D. McCready, the Secretary-Treasurer, says about Monel Metal shafts:

"It might be of interest to you to know that we have conducted tests on Monel Metal Shafts for the past three months and have found them to be superior over any other type of shaft which we have ever used in our runabouts... We also find Monel Metal Shafts stand the strain under abuse better than any other shafting."

Monel Metal Shafts develop a mirror-like, almost frictionless surface. They will not rust in either salt or fresh water. They prolong the life of bearings and packing. They are rigid, and whip-proof. They are cold-drawn to finest tolerance on diameter and mechanically straightened to perfection. No wonder they are standard on so many leading motor boats. Have a Monel Metal Shaft installed on your own boat when you haul her out this Fall.

SEND FOR FOLDER — "SHAFTS THAT STAND THE GAFF"

Monel Metal shafts are equally appropriate for use with bearings of babbitt, bearing-bronze, or Goodrich Cutless Rubber Bearings.

Monel Metal is a technically controlled Nickel-Copper alloy of high Nickel content. It is mined, smelted, refined, rolled and marketed solely by The International Nickel Company. The name "Monel Metal" is a registered trade mark.

THE same properties that make Monel Metal so valuable for propeller shafts, also make it the ideal metal for many other marine parts and fittings. Monel Metal is available in the following shapes and forms: sheets—tubing—strip—wire rope—wood screws—nails—rivets—bolts and nuts—lag screws, etc.

Have your next boat put together with Monel Metal wood screws.

For detailed information about Monel Metal in any form, write to The International Nickel Company.

MONEL METAL

THE INTERNATIONAL NICKEL COMPANY (INC.)



67 WALL STREET, NEW YORK, N. Y.

Mention MoTOR BOATING, 57th St. at Eighth Ave., New York.

Yard & Shop

(Continued from page 104)

1929 MODEL CRUISABOUT

The Richardson Boat Company is again setting the pace in the boat world with their new Fore and Aft Cabin Cruisabout which is a masterpiece in workmanship and accommodations.

Like its predecessors the 1929 Model is Eldredge-McIntire designed and Gray powered. The hull is of the same lines and displacement as that which proved so successful in the '28 Model. The interior arrangement, however, has been worked out so that every inch of space is put into use without hindering the balance or sea worthiness of the craft.

The '92 Model is of the truck cabin type. The fore peak is fitted with chain locker, 30 gallon fresh water tank and suitcase storage. The fore part of the cabin has a toilet room, wash basin and large dresser with mirror. Just aft of the toilet room and separated from it by a bulkhead with mirrored door is the main cabin and galley. There are two large hanging clothes lockers, two berths and a galley that would do justice to a 50 footer. The two blue covered spring berths (upper and lower) are 6 feet 3 inches long and are placed on the port side. The starboard side is taken up by the galley. Racks for dishes, jars and glasses are placed just below the windows within easy reach of the cook. The forward end of the galley dresser has a sink and spigot with a gravity flow of water. Next comes a two burner stove with cover that swings in place forming a level top to the dresser when the stove is not in use. Aft, next to the companion way, is a man size ice box which is easily and quickly filled through the top.

At the after end of the cabin is a large seat and storage locker which slides under the main deck when not in use. The companion stairway forms a door for another large locker also built under the cockpit deck.

The motor, a Gray Six-40, and gas tanks are placed under the cockpit deck and bulkheaded from the fore and aft cabins. The motor room is accessible through a large hatch in the deck and ventilated by an indirect system that has the inlet and outlet under the cockpit coaming.



The newest double cabin Richardson Cruisabout powered with Gray engines is a speedy little craft

A windshield, built on the after end of the main cabin, and a standing top protect the roomy cockpit, the after end of which has a large leather cushioned seat running thwartably from rail to rail.

The after or stern cabin is a stateroom with two wide comfortable berths extending under the cockpit seat. A dresser with mirror and drawers is built over the rudder quadrant and along side under the stern deck are hanging spaces for clothes. Shelves are also built onto the cabin bulkheads each side of the companion way for the storage of books or odds and ends. Two port lights and two windows ventilate this cabin. The boat is electrically lighted throughout and all controls lead to the steering wheel for one man control.

The boat is fully equipped according to government requirements and has many extras that add to the comforts of those who use their boats for living aboard or cruising purposes. Headroom is 6 feet 11 inches in the forward cabin and slightly less in the after cabin.

For those who desire it, this model can be built with a forward cockpit seating three people.

Beside the Fore and Aft Cabin Cruisabout the Richardson Boat Company are including a single cabin Master Cruisabout, a Day Cruisabout with 15 foot cockpit for fishing and ferrying use and a Sportabout with after cabin. All boats are 28 feet 10 inches beam and powered with Gray six or eight cylinder motors.

(Continued on page 108)



This Book—Our Gift to You!

The new Yachtsman's Guide is the only complete, up-to-the-minute yachting encyclopedia published. It contains 500 pages crowded with just the sort of practical information every motor-boat man wants. A copy of this invaluable volume should be aboard every boat and in the library of every yachtsman's home—on hand for immediate reference at all times. The following list gives you merely a partial glimpse of the wealth of material this book contains. Read it—then send for your copy at once!

All about engines—installation, ignition, vaporization and operation.

Hundreds of helpful hints on outfitting and overhauling.

More than 100 Motor Boatmen's Charts for the entire Atlantic Coast, Great Lakes and Canada.

Marine Laws—Rules of the Road at Sea.

What to do if the motor stops unexpectedly.

Times of high and low water and direction and velocity of tides in all ports.

Latitude and Longitude Tables, giving locations of over 1,000 points.

All kinds of marine codes, flags, etc.

Details of hundreds of cruise routes, description of ports and channels, marine signals, codes, flags, etc.

Characteristics of lights, buoys, fog signals, etc.

Numbering Law—How to obtain numbers for your boat.

What to do in a storm—to prevent collisions

How to organize a yacht club—Constitutions and By-Laws and many other helpful features.

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"The Yachtsman's Guide" sells regularly for a good round sum, which we are willing to forget if you take advantage of this special offer of MoToR Boating for one year at \$3.50 with "The Yachtsman's Guide" as a Gift. You would pay \$4.75 for a year's single copies of MoToR Boating, anyway. So the book costs you nothing at all, and you save money on your subscription besides.

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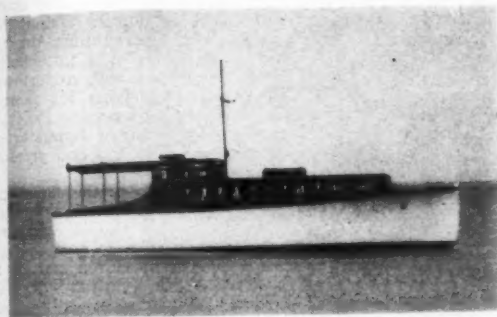
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QUESTIONS AND ANSWERS



37-ft. Diesel Fishing Cruiser "Marlin," designed and built by Frederic P. Humphreys, Inc. Powered with a four-cylinder, 32-H.P. Cummins Engine. Speed 11.8 miles per hour.

Do you ever have any trouble with a Cummins Diesel?
Yes.

Any more trouble than with a high grade gasoline engine?
No. In fact, possible sources of trouble are fewer, easier to find, and simpler to rectify.

Why is the Diesel more simple?

Because it has no carburetor or ignition devices.

Why is the Cummins more simple than other Diesels?

Because the fuel is prepared and injected into the cylinders without any compressed air devices.

How is the fuel ignited without spark plugs, magnetos or batteries?

The heat generated by compression in the cylinder ignites the charge with absolute precision and reliability.

How do you start a Cummins Diesel?

The engine is turned over by an electric starter with compression relieved. Moving the throttle lever over then restores full compression and it starts instantly.

Does this require more current than a gasoline engine?

No. It takes less current than a gasoline engine of the same size.

Does it start readily when cold or in very hot weather?

There is practically no difference, and starting is not accompanied by dangerous back-firing when cold.

Do you have to preheat anything with a blow-torch?

No. Cummins engines start cold without any special preparation.

Can you start the motor from the bridge or deckhouse?

Yes. Only one lever and the starting switch on the bridge control the starting and operation.

Does one have to be an expert to operate a Cummins engine?

No. Anyone who could operate a gasoline engine will find Cummins operation still more simple.

In writing for information please describe your boat and power requirements as completely as possible so that we can give you the benefit of our experience with Cummins engine installations.

CUMMINS ENGINE COMPANY, INC., Columbus, Indiana

New York Office: French Bldg., Fifth Avenue at 45th Street, Telephone: Murray Hill 9722

Distributors:

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Mention MoToR BoatinG, 57th St. at Eighth Ave., New York

THE widespread public interest in small, high-speed Diesel engines since the introduction of the Cummins Model U shows a growing appreciation of characteristic Diesel advantages on the part of motor boat owners and yachtsmen. As Diesel principles become generally known—their safety, simplicity, reliability and economy—more and more boatmen, designers and builders are turning to these engines as the ultimate solution of their power problems.

Perhaps the following collection of questions most frequently asked by our correspondents will answer some of your own queries on this subject:

Has the Diesel engine passed the experimental stage?

Diesel engines were invented many years ago. They have now reached a high state of refinement. The Cummins Model U itself is the product of seven years' development—an enclosed, quiet, oiltight and odorless engine.

Why is a Diesel the safest type of engine?

Because the 28 Baume Diesel fuel oil is non-inflammable and does not vaporize into a combustible mixture that could be readily ignited by a spark, back-fire, open flame or spontaneous combustion.

Will a Cummins run longer on a gallon of fuel?

About one-third longer than a gasoline engine of the same power.

Where can I buy Diesel fuel oil?

Practically everywhere. And one filling of the fuel tanks will ordinarily last for an entire season of average cruising.

How much fuel oil per hour does the Cummins Diesel use?

The three-cylinder, 24-H.P.—1½ gallons per hour under full load. Four-cylinder, 32-H.P.—2 gallons. Six-cylinder, 50-H.P.—3 gallons.

What does Diesel fuel oil cost?

The average cost is about seven cents a gallon.

What size propellers will Cummins engines turn?

This depends on the weight and design of your boat. The average sizes are approximately as follows for three-blade wheels at 800 R.P.M.: Four-cylinder, 32-H.P.—20" diameter x 16" pitch. Six-cylinder, 50-H.P.—22" diameter x 18" pitch.

For what size boats are Cummins Diesels suited?

They have been installed in cruisers and work boats from 35 to 65 feet in length; in auxiliaries up to 70 feet.

How fast will your engine drive my boat?

We don't know, as so many factors enter into the question—hull design, propeller efficiency, installation, etc. With full information the speed can be estimated.

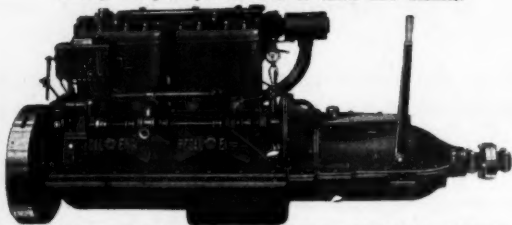
Three New REGAL MARINE ENGINES

Model "GC"—24-30 H.P.
Four Cylinders. 4¾" bore x 6" stroke.

Model "KC"—40-50 H.P.
Four Cylinders. 5½" bore x 7" stroke.

Model "KF"—75-95 H.P.
Six Cylinders. 5½" bore x 7" stroke.

Silent chain drive for timing gears and a high speed reverse gear operating in oil bath are among the principal features of these new models.



Model "KC"—40-50 H.P.—Five Bearing Crankshaft. Reverse gear operates in oil bath and reverses at 90% of the engine speed.

EIGHTEEN MODELS, 2 H.P. to 75 H.P. Regal engines are built to outlive the average marine power plant. Twenty-five years of service in all types of boats in all parts of the world attest the superiority of Regal marine engines, their economy and trouble-free performance. Write today for complete catalog.

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Also manufacturers of REGALITE, a ½-K.W. air-cooled electric lighting plant for boats, homes and isolated buildings. Write for particulars.

Speed...Beauty...Durability are assured

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PHILIPPINE MAHOGANY
Used by leading boat builders for the past
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Cliff S. Hadley, well known Designer and Boat Builder, writes us:

"The Philippine Mahogany which I have been purchasing from you ever since you have been in business has certainly stood up well in all the race boats I have constructed, and no harder test can be given to lumber than that used for the bottom of a speedboat.

"The fact that I have continued reordering from you all these years proves that I have been satisfied with the good, clear, dark mahogany with which you have supplied me.

"For your own information, I am enclosing a circular of 'Miss Ricochet,' one of the many boats that I have constructed and that has raced all over the country without so much as having a plank split."

With over three million feet in pile on our yards here and monthly cargoes arriving, we can furnish practically anything you may require for thickness, width and length.

We also specialize in ¼", 5/16" and ¾" planking for outboard motor boats.

Prices, samples and circular on request.

INDIANA QUARTERED OAK CO.
222 East Ave., Long Island City, N. Y.

Yard and Shop

(Continued from page 106)

THE WILMINGTON MARATHON

Driving a Fairchild Aero powered by an Elto Quad, Tom O'Donnell of Savannah took first place in the free-for-all marathon of 124.24 miles for outboards October 13 on the Wilmington River, Savannah, Ga. O'Donnell's total elapsed time for the distance was 4:01:50 giving him an average of a little better than thirty miles per hour in choppy waters with a northeast wind blowing. W. J. Griffin of Atlanta, driving his famous Spirit of Atlanta with a Johnson Twin, placed second in the free-for-all, being the only other racer to finish out of four starters and handicapped by stopping several times for gas and pressure trouble.

The Class C. marathon of 108:71 miles, run at the same time as the free-for-all, was won by George Lockwood of Savannah, with an Evinrude in 3:53:30. John Coucoules, also of Savannah, coming in second and driving a Johnson with a Boyd Martin boat. These were the only two boats out of eleven starters to cross the finishing line. In the Class B, Gene Pickard of Wilmington, N. C., out of five starters took first place with a Cate Craft powered by a Caille Motor in 3:24:20 with Joe Cafiero of Savannah placing second with a Lockwood powering a Herbst craft in 3:58:30. Third place was taken by Shepard Titcomb of Boston, Mass., in a Spencer Special driven by a new Hartford motor.

The Savannah marathons, the first ever held here, were run on a circular course of 15:53 miles under sponsorship of the Junior Chamber of Commerce and the sanction of the American Power Boat Association. Five hundred and fifty dollars in cash prizes were awarded the seven winners out of the twenty two entries



O. J. Mulford, president of the Old Club, St. Clair, driving his Hacker runabout to the mainland. She has a Gray eight and does 34½ m.p.h.

and twenty who started. A stiff northeaster against an ebb tide prevented attempts at records but provided plenty of thrills. The event was considered successful in every way and it is promised by the Jaycees, the Junior Chamber of Commerce, of Savannah, will be an annual one growing in importance each year. There were seven Savannah entries, and four of the seven to finish were Savannah drivers.

NORTHERN CALIFORNIA RACES

Adolph Felger established an outboard record for a non-stop run of 50 miles when he averaged 32.697 miles per hour for that distance at Lake Port, California, September 4, in his Evinrude powered Sunbeam which won the event. Felger's best lap was turned at 36.923 miles an hour for one mile. Sunbeam won from a field of 26 entries, 13 of which finished. No Kiddin', with T. C. McVoy at the helm took second, his time, one hour 32 minutes 3 seconds flat was only forty-five seconds slower than the winner. Tillie II, also Evinrude powered managed to rope third place although Phil Ginnetti was forced to make four stops for gas as he competed without the auxiliary tanks Sunbeam and No Kiddin' had installed.

Cappy Ricks, one of the veteran racers in Class C, barely missed a record in that class when Harry Barnes negotiated one mile at a speed of 37.894 miles an hour. Smiling Harry refused to go away without a try so he took a Class D Evinrude and made 35.294 miles an hour in competition over a 2½ mile oval course.

Regattas at both Lake Merritt and Sacramento September 9 and 23 respectively, brought out a large assemblage of outboard racers. Both these races and the Lakeport Regatta were held under the auspices of the Northern California Outboard Ass'n which regulates races under the rules of the American Outboard Ass'n.

The next race scheduled is for Thanksgiving day and will be for a distance of 120 miles from Sacramento down the river of that name to San Francisco.

(Continued on page 112)



From a Satisfied Owner:

next season.

From the limited amount of use we have been able to make of the ~~VINYARD~~ Mrs. ~~Smith~~ has had a great deal of pleasure and happiness and the most perfect confidence and comfort when aboard; never any anxiety in the slightest way because the boat has been so wonderfully seaworthy and comfortable.

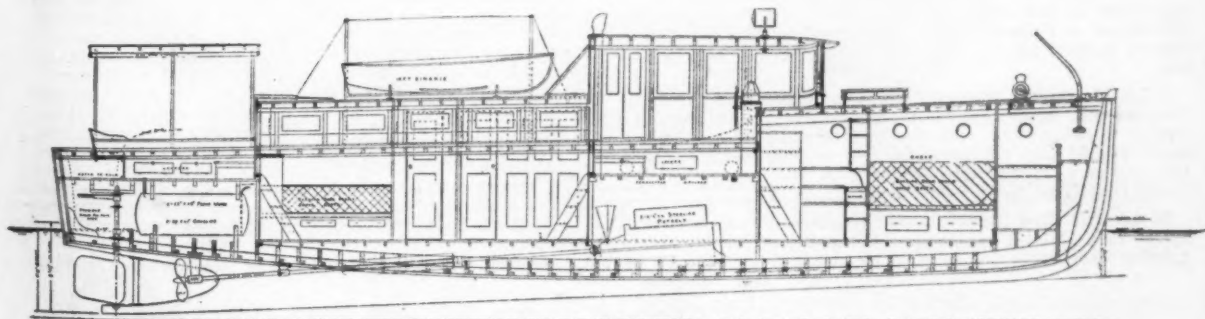
How to make your best boat investment.

DRIVE to Milford (over Delaware's concrete roads) and see the very latest VINYARD 50-foot twin-screw cruiser. Note kind of material used throughout and the care used in assembling same (no piece work on VINYARD'S).

"One example is worth a thousand arguments."

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Delivered fully equipped, including Frigidaire, Delco lighting plant, Delco water pressure system, CO2 fire fighting equipment, two Sterling or Kermath engines of 150 H.P. each.



Length over all, 50 ft. Beam, 12 ft. Draft, 3 ft. 10 in. Access can be had to any part of interior without going on deck. Owner's and guest's staterooms are separated by large double doors and both rooms have separate entrance to a large bath and toilet room (3 ft. 6 in. by 6 ft. 4 in.). What's the use of arguing?

VINYARD SHIPBUILDING COMPANY

Designers and builders of Yachts and Cruisers that have for 27 years satisfied the most exacting.

MILFORD, DELAWARE, U. S. A.

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The nautical event of the year Attendance and interest unrivalled by any like exposition. Unexcelled opportunity for Manufacturers, Jobbers and Dealers to contact thousands of enthusiasts.

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PERSONAL DIRECTION
CHESTER I. CAMPBELL



Ten New Outboard Records

(Continued from page 27)

took first place, covering the course in 6 minutes, 29 seconds which is at the rate of 37.02 miles per hour, a new American record for Class D, 4 mile Amateur. Mr. Harrington used an Elto Quad motor on a Century Cyclone boat. Uniplex driven by William Frey of Madison, Wisconsin finished in second place, only three seconds behind the winner. Mr. Frey also used an Elto motor on a Century hull. Cavalier, driven by D. Stormong finished in third position, with an Evinrude motor and a Curtiss hull.

Ralph Harrington repeated his victory in the Class D 4 mile Free for All, again covering the distance in exactly the same time as in the previous race, that is 6 minutes, 29 seconds or a speed of 37.02 miles per hour. Mr. Frey with Uniplex was second and Cyclone another Century hull with an Elto motor, owned by James Daniels finished in third position.

In Class E Free for All, which consisted of one heat of 4 miles, Julius Herbst in his boat, King Bee, powered with a Johnson Giant motor led the field up to within one mile of the

finish line but at this point something went wrong with his motor and Uniplex driven by William Frey went into first place holding the lead to the finish line, which was reached in 6 minutes, 32 seconds or a speed of 36.7 miles per hour.

In the Class E 4 mile Free for All, Mr. Frey drove the same motor and hull which had competed in Class D events. Orange Blossom driven by Ralph Harrington finished 1 second astern of Uniplex and Century Cyclone driven by R. Pregenzer, Jr. finished in third place, only five seconds astern of the winner.

The Race Committee consisted of R. F. Walker, Chairman, Commodore J. D. Corbett, Frank Herbst and L. T. Moore. Steve Drakely of Cleveland, G. W. Tidwell of Augusta, Ga., D. S. Bechtel of Philadelphia and E. P. Dudley acted as starters, E. D. Austin, H. A. Huggins, C. H. McAllister, W. L. Fisher, O. S. Hinton and C. L. Matthes as timers, Chas. H. Hall, W. F. Crosby, R. D. Dershimer, A. E. Townsend, H. M. Salomon, W. H. Beadling, R. V. Hubant, Z. K. Bell and W. F. Beall as scorers.

A complete summary of results will be found on pages 100 & 102.

NEW OUTBOARD RECORDS ESTABLISHED AT WILMINGTON, N. C. AMERICAN POWER-BOAT ASSOCIATION CHAMPIONSHIP REGATTA.

(All 4 Miles)

| Class | Division | Boat | Driver | Speed | Motor | Boat Builder |
|-------|--------------|----------------|---------------|-------|----------|------------------|
| A | Amateur | Bumble Bee | G. Pickard | 24.57 | Lockwood | Herbst Boat Co. |
| A | Amateur | Bumble Bee | G. Pickard | 25.00 | Lockwood | Herbst Boat Co. |
| B | Amateur | Bumble Bee | E. Pickard | 33.18 | Lockwood | Herbst Boat Co. |
| B | Amateur | Bumble Bee | E. Pickard | 33.33 | Lockwood | Herbst Boat Co. |
| B | Free for All | Bumble Bee | E. Pickard | 33.57 | Lockwood | Herbst Boat Co. |
| C | Amateur | Rubber Baby II | E. Pickard | 35.38 | Johnson | Herbst Boat Co. |
| C | Free for All | Rubber Baby II | E. Pickard | 35.55 | Johnson | Herbst Boat Co. |
| D | Amateur | Orange Blossom | R. Harrington | 37.02 | Elto | Century Boat Co. |
| D | Free for All | Orange Blossom | R. Harrington | 37.02 | Elto | Century Boat Co. |
| E | Free for All | Uniplex | W. M. Frey | 36.71 | Elte | Century Boat Co. |



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Supplies" will
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NO MORE close, stuffy fore-cabin. No more wet or
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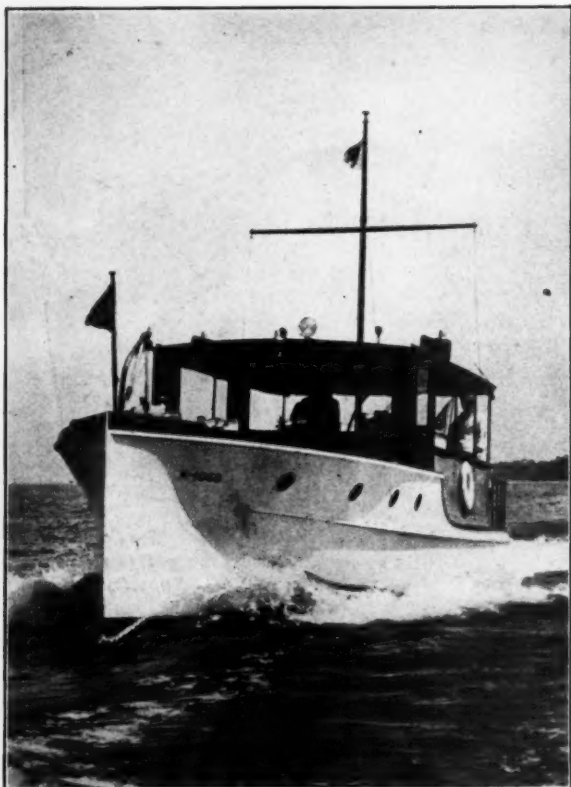
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The 1929 DACHEL-CARTER 45-Footer A De Luxe Sea Boat

THE 1929 Dachel-Carter forty-five foot sea going cruiser is a revelation of custom beauty in a standardized boat of a reasonably low price. The rakish lines of this handsome cruiser and its richly fitted living quarters are characteristic of the finest custom boat practice. Its easy one-man-control, maneuverability, marvelous performance and absolute seaworthiness are the results of careful designing plus painstaking workmanship. Accommodations include the owner's cabin aft with two large spring berths, a spacious forward cabin sleeping four, a large fully appointed galley, and a spacious semi-enclosed bridge deck.

A few Dachel-Carter 45-foot cruisers are ready for full delivery.

Write today for full particulars

CUSTOM WORK

We have complete and modern facilities for building larger cruisers to meet your individual requirements from our designs or from your naval architect's plans.

DACHEL-CARTER BOAT CO., Inc. BENTON HARBOR, MICHIGAN

We invite you to visit our plant and inspect DACHEL-CARTER standardized cruisers and custom-built yachts in various stages of construction.

BUILDERS OF QUALITY BOATS FOR THIRTY YEARS

Down Hurricane Alley

(Continued from page 68)

sun shone through. It did this at 9:40, and having taken two sights for a Summer's line, we found ourselves in Longitude 66° west and Latitude 34° 14' north. We had covered 145 miles at the rate of 6 knots, in a little less than 24 hours.

With conditions slightly better, Johnny again returned to his old bunk on the after deck in the lee of the wheel house. Ordinarily heavily built, he really looked decidedly thin. I noticed that his face and arms were broken out with salt water boils. Inasmuch as the water contained in the kegs was unfit to drink, it was thought it might as well be used to wash with, but when we got Johnny to try it, we found that it was impossible for any of us to even go near the bucket in which we poured it. Its odor resembled too much its taste. At noon the Skipper tried to get a Meridian sight but found it too rough and the sun too obscured to obtain a really reliable sight. As all the days did, this one soon passed. The days of comparative lightness all seemed short when measured by the memory of the long hours of nights before. In the late afternoon the opportunity was given to use the sextant and at six o'clock found us in Longitude 69° 20' west, Latitude 33° 45' north, 75 miles from our destination and making 7 knots, which would bring us, if we continued at the same speed, to the entrance of St. George at 4:30 the following morning. In spite of the eagerness to be there, it seemed advisable not to approach the Islands in the darkness. Bermuda is surrounded by one of the most dangerous reefs in the world. It stretches to the north of the islands just under the surface of the ocean for 12 miles. With the low height of the eye or so small a boat we would be unable to see the Islands over the top of the reef, even in daylight. There was also a chance, with

(Continued on page 116)

Yard and Shop

(Continued from page 108)

CUMMINS OPENS NEW YORK SERVICE HEADQUARTERS

The Cummins Engine Co. of Columbus, Indiana, has but recently opened a new New York office in the French Building, Fifth Avenue and 45th St. This office will be the company's direct factory representative in New York and will handle the sales and service of Cummins diesel marine engines and generators. Elmer G. Griesse is the New York manager in charge. A service expert will be on hand at all times to assist yachtsmen in all problems concerning their Cummins engines and generators. This is in accordance with the long standing policy of the company to have adequate sales and service representation in all the important boating centers.



Warrior, 46-foot Matthews enclosed cruiser, is on duty for Uncle Sam in the Department of Engineering at Mobile, Alabama. She is powered with a 150 h.p. Kermath engine, which drives her 19 1/2 m.p.h.

ALL ABOUT MODEL YACHTS

The Model Yacht is a new magazine. It costs fifteen cents and is interesting. In fact anyone who is seriously interested in sailing or building model water craft might do worse than subscribe to it. It is located at 3605 14th St. N. W., Washington, D. C. At present, however it seems to be concerned with sailing-yacht models only.

The purpose of the little sheet is to distribute reliable information on the building and sailing of models, to organize model yacht clubs, to encourage national championship regattas for model yacht sailers and to otherwise boost model yachting. It's a good idea and we hope they'll succeed. The more yachtsmen the better. If they can't all be big boat yachtsmen why let's have model yachtsmen. Anything to carry on the finest sport in the world.

(Continued on page 114)

These 1928 victories speak for themselves

Performances such as these are being duplicated every week by Mobiloil the world over. Motorboat owners everywhere depend on Mobiloil for the lubrication of their engines. You can buy Mobiloil in every state in the Union and all foreign countries.



Mott Sweepstakes, Catalina Island, Calif.—January

1st place—only boat to finish out of 37 starters used Mobiloil.

Lake Quinsigamond (Worcester, Mass.) Regatta.—May 29.

James Smith made a new world's record in Class C time trials, using Mobiloil.

Milwaukee to Chicago Marathon—June 2.

All five boats to finish used Mobiloil.

Outboard Race around Staten Island—June 10.

1st place won with Mobiloil.

Olympia to Juneau Cruiser Race—June 26-July 4.

1st, 2nd, 3rd place—9 of 10 contestants used Mobiloil.

Peoria to St. Louis Marathon—July 1.

43 of the 49 starters used Mobiloil.

St. Louis Regatta—July 3-5.

151 class (unlimited)—1st, 3rd, 4th, 5th, 6th, 7th.
151 class (limited)—3rd, 4th, 5th, 6th, 7th, 8th.
510 class—2nd, 3rd, 4th, 5th.
725 class—3rd, 4th, 5th, 6th.
Webb Trophy—Grand free for all—1st, tied for 2nd, 3rd, 4th, 5th.

Ashland, Wisc., Free For All Race—July 4.

1st, 2nd, 3rd—11 of 12 contestants used Mobiloil.

Albany Regatta—July 2-4.

Class B (amateur)—1st place.
Class C (amateur)—2nd place.
Class B (3 day total score)—1st place.
Class C (3 day total score)—2nd place.
Cruiser class—1st place.
25 mile free for all—1st place.

Cincinnati—Queen City Boat Club Races—July 28-29.

All 1st, 2nd and 3rd places won with Mobiloil.

Milwaukee A. O. M. A. Regatta—July 29.

All first places won with Mobiloil.
Class A—1st and 2nd (only two entries)
Class B—1st, 2nd, 3rd, 4th.
Class C—1st, 2nd, 3rd.
Class D—1st, 3rd.
Free for all—1st, 2nd, 3rd.
32 out of 40 entrants used Mobiloil.

Midwest Regatta, Madison, Wisc.—Aug. 4-5.

All 1st, 2nd and 3rd places won with Mobiloil. (New world's record for all classes.)
Free for all—1st, 2nd, 3rd. (New world's record for 10 mile free for all competition.)

Oshkosh, Wisc., Regatta—Aug. 9.

All places won with Mobiloil.
28 of 30 entries used Mobiloil.

Greenwood Lake (N. J.) Regatta—Aug. 12.

Class B (Novice)—1st and 3rd.
Class C (Novice)—2nd.
Class B (free for all)—1st and 4th.
Class C (free for all)—2nd.

Lake Elsinore (Calif.)—Aug. 19.

Class B—New world's record for 2½ mile circular course.
Class C—New world's record for 2½ mile circular course.
Novice free for all—1st place.

Lake Geneva (Wisc.) Regatta—Aug. 26.

Class B—1st, 2nd, 3rd, 4th, 5th.
Class C (local)—1st, 2nd, 4th.
Class C (free for all)—1st, 2nd, 3rd, 4th.
Grand free for all—1st, 2nd, 4th, 5th.
25 of 30 entrants used Mobiloil.

Newport, R. I., Regatta—Aug. 27-29.

Class B (amateur)—1st place.
Class B (free for all)—1st place.
151 Class—1st place.

Lake Minnetonka Regatta—Sept. 3.

Class B—1st and 2nd.
Class C—1st and 2nd.
Free for all—1st and 3rd.
Amateur Race—1st, 2nd and 3rd.

Oshkosh, Wisc., A. O. M. A. Regatta—Sept. 2-3.

All first places won with Mobiloil.
Class B (local)—1st, 2nd, 3rd, 4th.
Class B (free for all)—1st, 2nd, 3rd.
Class C (local)—1st, 2nd, 3rd, 4th, 5th, 6th.
Class C (free for all)—1st, 3rd, tied for 4th, 5th, 6th.
Class E (free for all)—1st, 2nd, 4th, 5th, 6th.

Detroit, International Regatta—Sept. 1-3.

Class B (amateur)—1st, 2nd, 3rd, 4th.
Class B (free for all)—1st, 2nd, 3rd.
Class C (amateur)—1st, 3rd.
Class C (free for all) 1st, 2nd, 3rd.
Gold Cup Committee Chance Race—2nd, 3rd.
Kermath Trophy Race for Cruisers—1st, 2nd, 3rd, 4th, 5th.
Liggett Trophy Race for Cruisers—2nd, 3rd.
Mathews Trophy Race for Cruisers—1st.
Class D Speed Trials—New world's record—37.654 m.p.h.

Danville, Ill.—Sept. 16.

Six mile free for all. Fastest time ever made by outboard in competition—37.3 m.p.h.

Midwest Regatta, Peoria, Ill.—Sept. 29-30.

New world's record for 25-mile course—36.261 m.p.h.
New world's record for mile trials—41.748 m.p.h.

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Yard and Shop

(Continued from page 112)

U. S. TO BE REPRESENTED AT BRUSSELS

For the first time in speed boat racing history America is to be represented directly at the annual meeting of the International Motor Yacht Racing Union slated for the latter part of October in Brussels, Belgium. This personal representation was decided upon for this year at the annual meeting of the Yachtsmen's Association of America and it was determined at the same time that J. Lee Barrett, secretary of the Gold Cup Committee, secretary and treasurer of the Y. A. A. and member of the Detroit Yacht Club, would be the man to represent America. Up to this year the United States had always been represented by proxy—someone in Europe being requested to attend the meeting as our delegate.

Mr. Barrett will sail bearing recommendations of the Y. A. A. for changes in the Harmsworth rules. Some of the changes to be suggested are the following: The fixing of responsibility on a national body in a challenging country to guarantee the good faith and sincerity of a B. I. T. challenge. A rule requiring a challenging boat or a team of boats to be completed and ready for shipment at a reasonable time for the race. Changing of the present rules to permit Canada to challenge for the Harmsworth with a team of one or more boats providing the motor



J. Lee Barrett, the genial secretary of the Y. A. A. and delegate to the International M. Y. R. U. at Brussels

are British manufactured. If this last recommendation is accepted, Canada, most probably through Commodore H. B. Greening of Hamilton, Ont., will take part in the next Harmsworth Race.

SAN ANTONIO PLANS OUTBOARD REGATTA ANNUAL EVENT

In view of the fact that the San Antonio Boat Club's first annual outboard regatta held recently, was so successful, San Antonio and Medina Lake, Texas, are already outlining plans for one of the biggest outboard events ever held in that portion of the country.

This 1929 feature of outboard racing in Texas will be distinguished by some rather large cash awards and, judging by this year's performance, a phenomenal number of entries. William H. Furlong, Commodore of the San Antonio Boat Club and his aides have already started a drive for next year.

Although handicapped a trifle by rather persistent winds and rough water, the recent regatta was run off in good form. The pilots established themselves as real drivers to the satisfaction of the 5,000 spectators who were thrilled by the events of the two-day meet.

Cesna Johnson, San Antonio's own crack pilot, stepped out to uphold the honor of the city's outboard motor fraternity when he came through with two sparkling victories in the Class B events, with a Lockwood-motored Cate Craft. E. L. Browning in Chic and S. J. Reynold in Argonaut came through for victories in the Class C events.

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Cap'n
Allswell says

"Another Columbian
demonstrates why so
many insist upon
Columbians."



SANDPIPER II

The cruiser Sandpiper II hung up an enviable record in the Capitol to Capitol race from Olympia, Washington, to Juneau, Alaska. The distance, 906 nautical miles, was made in a running time of 103 hours and 42 min., with only three stops and these for gas. The Sandpiper II was equipped with a Columbian Bronze Propeller which was chosen by its owner, F. Stanley Piper, after a Columbian wheel had proven its efficiency on the Sandpiper I.

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These fast 25 to 30 mile cruisers are custom built to exact standards under close personal supervision.

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AGAIN AT NEWPORT

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Down Hurricane Alley

(Continued from page 112)

the tremendous heat in the cabin, that the chronometer had greatly changed its rate which would materially change our supposed position. We then proceeded on a course of 148 degrees true in the direction of a point eight mile northeast of St. Georges Island. We continued on this course until midnight.

During the early evening, Charlie said he did not feel very well and for the Skipper to awaken him when he was needed. He then lay down beside Johnny on the afterdeck for several hours and when the Skipper felt that he could keep his eyes open no longer, even when pinching his own leg seemed to make no impression on his own sense of feeling, he attempted to arouse Charlie and after much difficulty got him to take the wheel. It was easy to be seen that he was in a bad way, but would not give in. If he asked once, he asked a score of times, what the course was. A glance over his shoulder showed him to be sailing within 360 degrees. It is strange how a man can feel that he is utterly exhausted, and then when he realizes that someone is more exhausted than he is, what stimulus there is in this realization; so the Skipper returned to the wheel and with the sea breaking more and more reasonably, continued on the course until midnight, at which time the engine was throttled down slightly and the ship headed directly northeast to await daylight. At this time, by dead reckoning, we should have been but slightly more than 30 miles from the Islands and it seemed best not to go on in the darkness. With the sea by no means calm, but with the white caps missing, Banfield very nearly sailed herself in its disappointing direction away from the Islands.

Shortly before dawn, Charlie shook himself and arose, saying that he felt quite all right again. The Skipper then took his rest with instructions given to be called at the first appearance of dawn. When he awoke, both the east and the west sky was filled with the coral pink fluorescence. With the increase of light, the boat was again swung about and headed in a general southerly direction to await sun's approach and the clearing away of the clouds which hung to the eastward and the westward in two long lines. It seemed almost as though we traveled down a road, open ahead of us and open astern, the clouds, two walls on either side. The sky was blue above us, cloudless and clear. A few minutes before six o'clock, the sun came over the wall of clouds to the east of us and the clouds themselves above the water sufficient to give us a horizon. A sight was taken and was followed by another sight but forty minutes later. It is customary to wait two hours between sights for a Summer's line in order that the sun may have moved a greater distance in azimuth and so that the lines of position at right angles to the lines of azimuth may intersect each other at a more distant point because of a wider angle between them. But with this pair of sights, it was determined quite accurately that we were 19 miles north of our objective. Accordingly the course was set 190 degrees, the result of 184 true, plus 12 degrees local variation, there being no deviation of the compass in the region of south.

When it was announced that we were but a few miles from land, everyone seemed to feel quite exuberant. The sea became increasingly calm and to our surprise Johnny at last arose from his couch and insisted upon doing a little steering.

Another can of tomatoes was opened and a tin of brown bread was unearthed. As we were having this meal, Charlie excitedly pointed out an empty beer bottle close by, floating in the brine. At about 8:30 Johnny sighted a sail to the southwest. As we drew nearer, she was made out to be a three-masted schooner. She disappeared in a westerly direction without our coming very close. Johnny still continued at the wheel and Charlie and the Skipper searched the horizon for the first sight of land. It was a beautiful morning. The sea was calm compared to what we had seen and the air warm and dry, the sky unfathomable in its clear light blue.

As the Skipper gazed over the starboard bow, before she could come up over the horizon to the southwest of us, he could not help but fear that the Islands might not appear, perhaps the chronometer had been erratic, but the sight of the bottle and the schooner was encouraging. At ten o'clock, it was suggested that we have a drink. Under the Skipper's mattress were three bottles of rye, complete with their medicinal purpose labels. These had lain untouched throughout the days of hardship in the fear that stimulation would bring a consequent opposite effect. Accordingly Charlie procured and uncorked one of these bottles. All hands took a drink but after some had been taken, it was hard to tell that any liquor was missing from the bottle, so strong did it seem to our depleted systems.

Almost immediately thereafter, three men simultaneously exclaimed, "I see it." Nor was it the effect of that tiny drink either, for sure enough the hills of the Bermudas were rising above the horizon as they correctly should have, 210 degrees true.

(To be continued)



Chris-Craft "The Pace Setter"

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COMMERCIAL CREDIT deferred payment plans cover every sound field of instalment marketing. Automobiles, boats, machinery of all kinds, equipment in general, refrigerating units, heating plants, electrical appliances, store and office fixtures—more than a score of such broad classifications, including thousands of individual products, comprise its present field.

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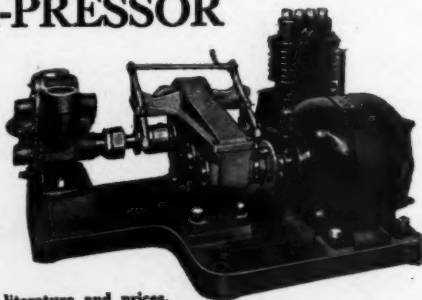
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562 Lycaste Avenue Detroit, Michigan

A. C. F. Holds Fleet Day

(Continued from page 62)

and Commodore W. E. Willis, the timers and scorers committee. In the 54 foot class the winner was Arthur Lipper in his Cladoma which also won first place in the chance race. The winner in the 47 foot class was Edward D. King in his Riot; Dr. Ross McPherson's Cluny won second prize in this race; the 47 footer Allahwanda winning the time prize in this same class. The 35 foot class race was won by N. L. Notemann's Valentine. The 30 foot class race was won by J. M. de R. Thebaud in his Tidler. Mrs. R. Spielberg's 41 footer Beck won second place in the chance race.

The entertainment committee for the regatta which also assisted the hosts was composed of: Horace Hager, S. Clyde Kyle, Nicholas Elliott, Frank Myers, George F. Mand, and Hector Fuller.

Among officials of the American Car and Foundry Company, builders of the cruisers, present were: H. W. Wolff, vice-president in charge of General Sales; W. E. Hedcock, vice-president; George F. Mand, assistant secretary; I. W. Eby, and I. J. Kelley of the Wilmington Plant; and Horace Hager, S. Clyde Kyle and N. Elliott.

To add to the diversion of a perfect day there was a one mile race for outboard motor boats which was won by Helen Hentschel, the champion woman motor boat driver of the United States, in Miss R. C-2 in one minute and fifty-five seconds. Summaries of all the races follow:

Division A—Thirty-foot Class—Course, 9 Miles

| Yacht and owner | Elapsed Time |
|---------------------------------|--------------|
| Tidler, J. M. deR. Thebaud..... | 0:57:01 |
| Radio, L. S. Steele..... | 0:59:27 |
| Valentine, N. L. Notemann..... | 0:50:59 |

Division B—Forty-one Foot Class—Stock Motors

| | |
|------------------------------------|---------|
| Beck, Mrs. R. Spielberg..... | 0:43:45 |
| Mouse, Mrs. O. A. Hirsch..... | 0:44:30 |
| Sonny, A. D. Phelps..... | 0:45:30 |
| Pompano, E. R. Stettinius, Jr..... | 0:58:30 |

Forty-seven Foot Class—Stock Motors

| | |
|--------------------------------|---------|
| Cluny, Dr. Ross McPherson..... | 0:44:55 |
| Jean Marie, Thomas Murphy..... | 0:46:25 |
| Mu-1, George Wiggington..... | 0:47:39 |
| Acacia, W. R. Skiff..... | 0:47:53 |
| Riot, E. D. King..... | 0:38:35 |
| Helrie, George C. Heck..... | 0:40:32 |
| Allahwanda, G. E. Smith..... | 0:49:33 |

Division C—Fifty-four Foot Class—Special Motors

| | |
|-----------------------------|---------|
| Cladoma, Arthur Lipper..... | 0:31:13 |
|-----------------------------|---------|

Outboard Motor Boats—Course—One Mile

| | |
|-------------------------------------|---------|
| Miss R. C-2, Helen Hentschel..... | 0:01:55 |
| Little Rosie, Jack Bockstahler..... | 0:02:03 |
| My Forbie, J. M. deR. Thebaud..... | 0:02:18 |

MARINE GLUE MAKES A TIGHT BOAT

Outboard motor boats are called upon to meet conditions that the old-time boat never had to consider. Careful owners of fast outboards always take their boats out of the water when not in use. They place them on racks under some protection from the weather. This means an almost daily period of extreme constriction and expansion of planks, joints and seams. Yet when the boats are placed in the water again the properly constructed one are as tight as a drum.

This conditioning of light outboard craft is made possible by the use of Ferdico Aviation Liquid Marine Glue now widely used for motor boat and aircraft construction. When planking and joints contract under drying conditions Ferdico expands in the seams yet clings tenaciously.

The long-life resiliency of marine glue with these characteristics is often responsible for the bone-dry bilges of the modern boat, that is if we can say that the modern speedster has bilges. Let that be as it may the boat enthusiast can have a pleasant ride sometimes in the water and most of the time in the air without getting wet feet.

GOVERNOR OF GUATEMALA TRAVELS IN OUTBOARD

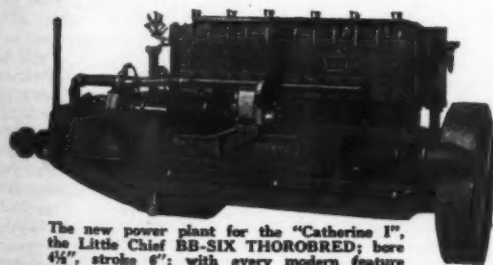
M. Ydigoras Fuentes, civil and military governor of Peten, Republic of Guatemala, has just completed a trip over all the rivers of his department, about a thousand miles in all, with a Johnson outboard motor. M. Fuentes states that many times he transported the motor on mule back, fitting it on any type of boat available when he reached navigable water. Whatever other voyages he may make over the many rivers and lakes of this state, he intends to always take his outboard along as a guarantee of comfort and efficiency.

It's Service Like This That Sells So Many Red Wing Motors

Your Guarantee of Dependable Service is the THOROBRED record of 26 years of Continuous Customer Satisfaction.

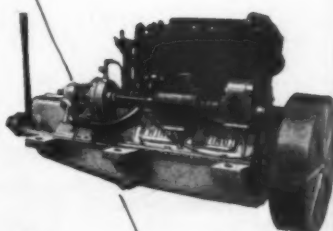


Mr. Stafford's Red Wing Powered Cruiser "Catherine I"



The new power plant for the "Catherine I", the Little Chief BB-SIX THOROBRED; bore 4 1/2", stroke 6"; with every modern feature and refinement.

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Gentlemen:-

The writer has placed an order for a "Little Chief" BB-SIX cylinder 50-60 h.p. Red Wing motor to replace the 28-36 h.p. Red Wing at present in my boat.

This 28-36 motor has given wonderful service and I thought it might interest you to know something of its performance, and only hope that the new motor will vindicate my confidence in the Red Wing.

My boat is of heavy construction, the hull being entirely of oak and gumwood. It is 41 feet overall, 9'6" beam, with a draft of 4'3". She makes a comfortable 7 knots at 725 r.p.m.; turns a 20" diameter wheel, and I can increase the speed up to 7.9 nautical miles. I have made runs 17 hours at a time and the little motor has never missed a shot. It has been running continuously since 1922 and during this period has covered well over 30,000 miles. It has never broken down or given me the least trouble. I have always given it good attention, and my replacements have been simply two new valves, 2 cylinder head cocks and a new water pump.

I have been out in all kinds of weather and have bucked an ocean storm in West Charlotte Sound for 8 hours without a falter from my Red Wing. I could give you pages on its performance, but think the above will convey to you that I certainly have had the very best of satisfaction.

I am enclosing a snap of my boat "Catherine I" which might interest you.

Yours very truly,
A. S. Stafford
A. S. Stafford

Model F 28-36 h.p. THOROBRED which gave such wonderful service in Mr. Stafford's cruiser, "Catherine I". Bore 4 1/16"; stroke 5"

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12 THOROBRED sizes from 4 to 150 h.p., in 1, 2, 4 and 6 cylinder models. Medium and high speed types. Correct marine engine power for every type of boat.

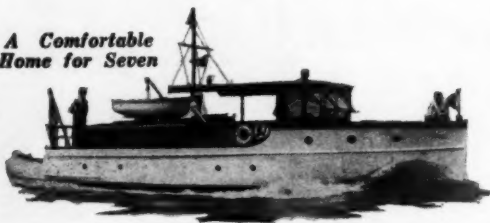
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Fleetwing "Forty"

A Comfortable
Home for Seven



There's Supreme Satisfaction
in a Fleetwing "Forty"
Ask an Owner

Delivery for this famous
cruiser can still be made for
opening of Florida season.

Write today for full particulars

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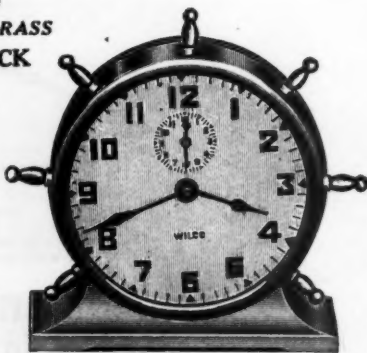
WILCO POLISHED BRASS BOAT CLOCK

A 42-hour clock
guaranteed for one
year.

Height, 6 in.
Diameter of dial,
4 in.
Width of base,
5½ in.

Special Price
\$3.75

E. J. WILLIS CO.
85 Chambers St.
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New York



HOMELITE
Marine
Electric Light
and Power Plant
for \$225.

f.o.b. factory

Gasoline engine direct connected to electric generator. Runs
40 lights, percolators, grills, fans, etc., ½ H.P. motor for
pumps, anchor hoist, electric tools, etc. Husky and long lived
yet stows in space 1 x 1½ x 2 ft. Thousands in use the world
over. Write for description.

HOMELITE CORPORATION
Port Chester, New York

2931

A Visible Reminder

(Continued from page 55)

or bracket to let the contact strip catch or trip it when dropping to the zero side of the scale. If an open-spout try-level gauge is used on the crankcase, it will not serve to make a warning attachment automatic as it really must be. In such a case, the boatman can drill the crankcase for a glass or metal sight-feed gauge and solder or wire his contact strip to its movable knob or button. When there is no gauge of any kind on the crankcase, but a dash or instrument board pressure gauge is furnished, one can remove its crystal and clip a pin or small contact strip to the zero side of the scale. In this case a small switch is needed to cut out the warning signal when the motor is not running.

The indicating means of this visible signal is simply four small red electric lights—one pair for installation near the motor and, on cruisers or large boats, the other pair on remote instrument panel or on the bridge. The lights are red bulbs of low candlepower and voltage, but all are wired in series, or each pair may be mounted in a small two-way socket. The use of double bulbs at each warning point is a safety signal precaution such as the railroads and some state highways use, based on the fact that the two bulbs never burn out at the same time.

If one wants to carry the visible-audible warning idea to the limit, he can arrange a contact maker from the oil gauge to short the high-tension ground wire at the ignition switch. The automatic stopping of the motor with a low oil level then makes the system brilliantly fool-proof.

D. McL., Cleveland, Ohio.

Rigging a Jury Rudder

(Continued from page 57)

this case the wetted surface of the hull and the consequent action will determine the direction which the boat will take.

Twin screw boats in themselves always carry a rudder substitute. Reversing one engine while the other is driving ahead will haul the bow to starboard or port despite wind or weather. It is not always necessary to reverse one engine. By running one engine slowly, the other at normal speed, most boats will respond to the unequal thrust of the propellers and allow the skipper to bring his boat into port without much inconvenience.

J. E. M., Norwich, Conn.

The Badgers

(Continued from page 76)

The suggestion was unanimously adopted and when the race was run the Badgers were viewed as Badgers were never viewed before. Not alone will the Harmsworth Trophy race provide the biggest outing the Badgers have known, but it will be their most satisfactory exposure to a less fortunate public.

NEWS of this plan was spread through Badgerdom and Dr. Waldo Dane Edensburn reported that never in his long and useful service had he been so swamped with requests for badgers.

Dr. Edensburn was in a mean predicament. He has, for years, been the Royal Custodian of Badgers. He is the official dictator of Badgerdom. You can not enter the Badger register without the sanction of Dr. Edensburn. Inborn diplomacy and rare patience have fitted him for his high position, but these splendid qualities have been overtaxed. Dr. Edensburn has personally managed many sports events of national significance, but all his great labors of the past sink into oblivion compared to the titanic struggle that was going on around him at the moment. Dr. Edensburn was gasping for air and it was the first time that this indefatigable executive had been caught gasping for air. He has patiently ruled Badgerdom, but under the stress of this occasion his noted patience as ebbing. As the buffer between the Badgers and the executives this "biggest little man in sport" has developed into the No. 1 hero of the republic. We solemnly nominate Dr. Edensburn for the Carnegie medal, for the Congressional medal and for such minor honors as a grateful nation finds opportunity to bestow upon her worthiest citizens. To handle one Badger will tax any man's strength; to deal with more than two thousand Badgers will overwhelm a Hercules, a Samson, or an Atlas, for a Badger, like the Westphalian actor, his nearest kin, thinks only of himself.

OUTBOARD CRUISE OF LAKE MICHIGAN

On August 7th, Mr. Kaehler, accompanied by Sidney Brown, son of Capt. A. F. Brown of the South Chicago Coast Guard, left Evanston in a sixteen-foot Dunphy runabout powered with an Elto Quad, making their first stop at Milwaukee from whence they proceeded north. They visited Sheboygan, Green Bay, Sturgeon Bay, Mackinac Islands, and points in Canada, returning by way of the east shore of Lake Michigan.



Hackercraft

For 1929

Ten Outstanding Refinements and Improvements

A GAIN for 1929 Hackercraft will set new and higher standards of excellence in runabout design and construction, supplemented by surpassing beauty of line and finish. The creative art of John L. Hacker, internationally accepted as the world's foremost designer of fast pleasure boats, has attained new heights, and only in Hackercraft is available such blending of beauty in contour and efficiency in running lines.

Accurate woodworking machinery and the latest factory equipment open up the fullest possibilities for economical production. There are, however, time established standards of hand craftsmanship zealously retained in the Hacker shop practice because they can not be dispensed with except at a sacrifice of lasting qualities and staunchness. Scrupulous care in the selection of materials is held equally important with inspired design and meticulous workmanship.

While it is only natural that Hacker prices must be slightly higher than those of competing boats, the almost negligible difference in price is more than compensated for in greater intrinsic value. A production program that warrants every practical manufacturing economy insure honest value giving.

1929 production is already under way on three standardized runabout classes, a 24, 26, and 29 foot in both open and Sedan types. A fine product has been made even better through the addition of ten outstanding refinements and improvements.

Inspection and demonstration can be arranged for at the factory or through the following distributors: Howard W. Lyon, Inc., 532 Lexington Ave., New York City; Walter H. Moreton Corporation, 1043 Commonwealth Avenue, Boston, Massachusetts; George L. Cropper, 2306 E. 71st Street, Chicago, Illinois; B. H. Hebgen, 326 Market Street, San Francisco, California; W. L. Hughes, 3213 Fairmount Blvd., Cleveland, Ohio; and Henry Farnsworth, West Palm Beach, Florida.

DEALERS: Applications from new territories are now being considered.


HACKER BOAT COMPANY

MOUNT CLEMENS

(Suburb of Detroit)

MICHIGAN

Mention MOTOR BOATING, 57th St. at Eighth Ave., New York



Overhaul Now For Winter Cruising Or Winter Quarters

Of course if you are taking your boat South this Winter you will need many items of equipment, hardware and supplies.

More and more owners are having their boats overhauled when they take them out for Winter quarters. Boat yards have more time during the Fall and Winter months, and the boats are ready for immediate launching when Spring arrives.

Whether your boat is bound for Winter cruising or Winter quarters, Tiebout Hardware and Equipment is at your service. Your boat yard or marine supply dealer will be glad to comply with your request that Tiebout material be used in your boat.

TIEBOUT HARDWARE
WITHSTANDS THE
BUFFETING OF
ANGRY SEAS

W. & J. TIEBOUT
"Marine Hardware and Equipment"
118 Chambers Street, New York, N. Y.

439

CONTINENTAL - VAN BLERCK

MODEL 250—6 Cylinder; Bore 2 1/2"; Stroke 4 1/2"; Displacement 185 cu. in.

MODEL 251—6 Cylinder; Bore 3 1/4"; Stroke 4 1/2"; Displacement 195 cu. in.

MODEL 271—6 Cylinder; Bore 3 1/2"; Stroke 4 1/2"; Displacement 248.50 cu. in.

MODEL 252—6 Cylinder; Bore 3 1/4"; Stroke 5"; Displacement 331 cu. in.

MODEL 253—6 Cylinder; Bore 4 1/4"; Stroke 5 1/4"; Displacement 448.88 cu. in.

MODEL 254—6 Cylinder; Bore 4 1/2"; Stroke 5 1/4"; Displacement 548.69 cu. in.

Quiet—Sturdy—Dependable

VAN BLERCK MOTORS, INCORPORATED
Red Bank - - - New Jersey

America's Finest Cruising Express

Seagull



Write for descriptive literature.

A 36-footer combining the best features of a runabout and express cruiser. An ideal commuter, day cruiser and express ferry with adequate accommodations for perfect comfort on overnight sojourns. Speed 30 m.p.h. with Sterling or Hall-Scott motor.

ROBINSON MARINE CONSTRUCTION CO., 282 West Main Street, BENTON HARBOR, MICH.

Rubber as a Boat Material

It is altogether possible that a goodly number of motor boat fans, especially those addicted to outboard craft, have wondered why Julius Herbst, of Wilmington, N. C., named his consistent winner of high honors this season, Rubber Baby. Considering the fact that the word rubber has always been very much overworked as pun material and that by imagination, pronunciation and inflection, it may be made to do tricks allegedly humorous, some special significance must be attached to the name to induce him to use it.

That guess is correct. Rubber Baby means just that—an infant boat made of rubber. You will have to admit that it is a lusty infant when you scan the string of victories that Herbst has won during the summer season. But the infant it is and Herbst is pioneering in an infant industry—that of making speed boats of rubber. So the christening was inevitable.

There may or may not be speed virtue in the new rubber material with which the hulls of outboard motor boats are now being manufactured, but the fact remains that boats made of this material have been breaking world's records all through the summer and have been consistent winners at a number of nationally celebrated meets. It is not more than natural that these boats should attract quite some attention and that there should be widespread curiosity about this new so-called rubber lumber.

Aeroboard is one of the latest and the thirty-odd thousand products made of rubber. It marks the invasion of rubber into the wood products field. Aeroboard is rubber lumber and, according to its manufacturers, it is not a substitute for the forest product but a lumber that has a number of advantages over the timber product. It is especially acclaimed in the manufacture of water craft because it is impervious to water, tougher than wood of the same dimension and of equal tensile strength.

Hard rubber has long been a factor in the general scheme of the conservation of timber. Almost without exception it has been an improvement over its wood competitor and never a Just-as-good substitute. Experiment and research have developed a number of uses for rubber that have added materially to economy in the use of lumber.

But all of these have not approached the identical elements of natural wood. Aeroboard has almost the identical elements of natural wood in its makeup. It is of a cellular nature and lends itself to the same methods of craftsman construction that has made wood unique among construction materials almost since the beginning of time. Wood workers can saw it, plane it and apply to it all the workmanship that can be applied to wood.

Not totally emerged from the experimental stage, aeroboard is now used in only a limited field. As material for speed boats, it has demonstrated its usefulness and advantages. Its greatest claim is that it will not absorb water. Aeroboard is manufactured by The B. F. Goodrich Company.

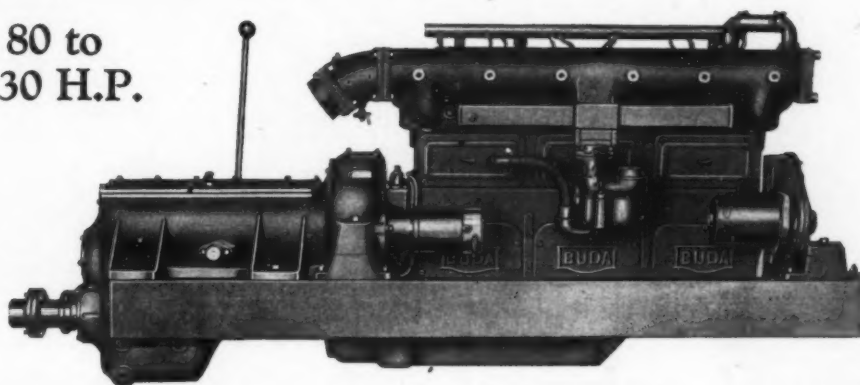
Julius Herbst has pioneered in the construction of small speed craft with this new rubber material. Herbst won with Rubber Baby at St. Louis on July 4, and captured the stilt cup in a two-and-a-half mile race for outboard motor boats. Rubber Baby and Rubber Too, the latter a boat built by Herbst, were consistent winners at Columbia, S. C., on July 14. At Baltimore, September 8, Rubber Baby again captured first place for Herbst in the Class B outboard motor races. Rubber Baby was also winner at Norfolk, June 3, taking the first prize in Class B and Class B Free For All races.

Miss Helen Hentschel, whose plucky driving made her a pilot of exceptional interest at the National Outboard Regatta at Wilmington, was a winner piloting an Aeroboard boat at Berlin, Germany, this summer. Miss Hentschel was also winner in a Class B event at Potsdam, Germany, driving a boat made of Aeroboard.

Again during the races just closed at Wilmington, N. C. Gene Pickard driving a Herbst boat with a hull made of Aeroboard, Rubber Baby II, repeated the performances of Herbst at St. Louis and established another record for Class C, outboard craft. The record was so remarkable that the judges were inclined to be skeptical, but an examination of the motor used in Rubber Baby II, proved that Pickard had complied with all the rules of amateur racing.

Herbst claims that the material used in his boats is a decided factor in his consistent winning during the season. His record disposes of any questions of fluke winning. The very consistency with which he has won highest honors at a number of regattas during the summer indicated the superiority of his craft. At any rate the new rubber material is the subject of much interest among enthusiasts and racers of outboard craft.

80 to
130 H.P.



Investigate The BUDA Reduction Gear Engine

Here is a new type of Reduction Gear Engine to meet the demand for slow propeller speed combined with a higher engine speed. The reduction gear and reverse gear are built in one unit and fitted to the motor as one complete assembly. The Buda reduction gear is particularly quiet and does not give an objectionable noise to the boat owner. Available in the following models:

Model BMR-6 80 H.P.

Speed—1,000 to 1,800 R.P.M.
Displacement—386.4 cu. in.
Bore, 4"—Stroke, 5½"
No. of cylinders—6
Diameter of crankshaft—2½"
Connecting rods—Chrome Vanadium Steel
Ignition—Magnet (with impulse coupling) and Battery Distributor
Reduction Gear—Herringbone Gears, 2-1/20 to 1
Reverse Gear—Joes
Storage Battery—6 volts
Starting Motor—6 volts
Generator—6 volts, 125 watt
Kit of tools, made of Alloy Steel, with canvas case
Oil Cooler

Model BMAR-6 85 H.P.

Speed—1,000 to 1,800 R.P.M.
Displacement—411.1 cu. in.
Bore, 4½"—Stroke, 5½"
No. of cylinders—6
Diameter of crankshaft—2½"
Connecting rods—Chrome Vanadium Steel
Ignition—Magnet (with impulse coupling) and Battery Distributor
Reduction Gear—Herringbone Gears, 2-1/20 to 1
Reverse Gear—Joes
Storage Battery—6 volts
Starting Motor—6 volts
Generator—6 volts, 125 watt
Kit of tools, made of Alloy Steel, with canvas case
Oil Cooler

Model GMR-6 115 H.P.

Speed—1,000 to 1,600 R.P.M.
Displacement—572.5 cu. in.
Bore, 4½"—Stroke, 6"
No. of cylinders—6
Diameter of crankshaft—3"
Connecting rods—Chrome Vanadium Steel
Ignition—Magnet (with impulse coupling) and Battery Distributor
Reduction Gear—Herringbone Gears, 2-1/20 to 1
Reverse Gear—Joes
Storage Battery—12 volts
Starting Motor—12 volts
Generator—12 volts, 160 watt
Kit of tools, made of Alloy Steel, with canvas case
Oil Cooler

Model GMFR-6 130 H.P.

Speed—1,000 to 1,600 R.P.M.
Displacement—638 cu. in.
Bore, 4½"—Stroke, 6"
No. of cylinders—6
Diameter of crankshaft—3"
Connecting rods—Chrome Vanadium Steel
Ignition—Magnet (with impulse coupling) and Battery Distributor
Reduction Gear—Herringbone Gears, 2-1/20 to 1
Reverse Gear—Joes
Storage Battery—12 volts
Starting Motor—12 volts
Generator—12 volts, 160 watt
Kit of tools, made of Alloy Steel, with canvas case
Oil Cooler

Further particulars given promptly upon request.

Branch Offices:

30 CHURCH STREET . . . NEW YORK, N. Y.
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THE BUDA COMPANY, HARVEY,

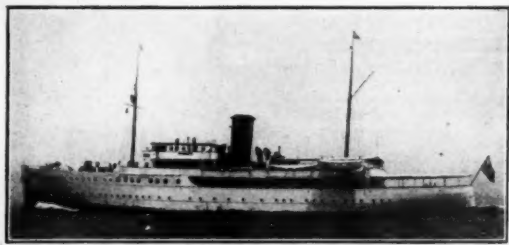
CHICAGO
SUBURB

ILLINOIS

ESTABLISHED 1881



Mention MoTOR BOATING, 57th St. at Eighth Ave., New York



Nourmahal—263 feet

Vincent Astor, New York—Owner

Door Locks

furnished
by

TOPPING BROTHERS

159 Varick Street
NEW YORK, N. Y.

10-15 H. P.

Absolutely Vibrationless



Full Pressure Oiling
System.
Full Counterbalanced
Crankshaft.
Measures less than 25".
Unprecedented Guarantee
Lowest Price.

This light, compact, absolutely vibrationless 15 H.P. "four" has "clicked" with the motor boatman's idea of ideal performance. It has set a new standard for vibrationless marine power. Every horse power—up to the fifteenth and over—is developed with the "velvet" smoothness of an electric dynamo. Besides it is the lightest, shortest and lowest priced marine engine of its class in the field. If you are interested in a real motor for a runabout, tender, auxiliary power or with reduction gear for small cruiser—

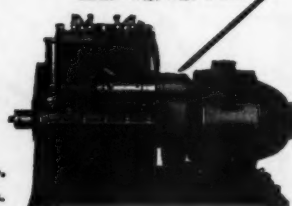
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Facts on the
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Electric Plants

for any type of Cruiser

In fitting out for this winter's southern cruise, you will want your craft equipped with a good lighting plant. "Super-Smooth" electric plants which are driven by the FALCON motor are ideally suited for any size of type of cruiser and will give you 100% efficient operation. Write us your requirements. We'll be glad to make recommendations. Our line is the most complete, ranging from 350 watts to 75 K. W. Prompt shipments can be made.

"Super-Smooth" Electric
Plants with "Falcon"
Motor—1½, 2½, 4 Kw.



United States Motors Corp.
2 Nebraska St. Oshkosh, Wis.
"U. S. Products Must Give Service"

A New Enclosed Speedster

IN keeping with the spirit of present-day water transportation, the desire for greater speed, maneuverability and luxury, Chris Smith and Sons Boat Company, Algonac, Michigan, has announced a new 30-mile-an-hour enclosed boat.

In announcing this new craft, Jay W. Smith, president, said that it combines for the first time the performance qualities of the runabout with comfortable lounging and sleeping quarters and luxuriously appointed cabin. In maneuvering qualities, it is the equal of any runabout. It takes sharp turns at full speed, banks in on the turns and is perfectly suited to service on open water as well as inland lakes and other protected waters. It combines in one boat the qualities of a commensurate fishing boat, a day boat and an express cruiser. It carries sufficient gasoline under normal conditions to cruise 300 miles. It meets perfectly the needs of the owner who desires maximum speed with the comfort and seaworthiness characteristic of Chris Craft.

Its over-all length is 38 feet; its beam 10 feet.

The hull is of the Vee-bottom type with a pronounced flare forward and a decided tumble-home aft. It is an all mahogany craft.

It has a large forward cockpit protected from the wind by a neatly designed windshield. A mellon type top provides complete weather protection and when not in use folds down to the forward deck just in front of the windshield. The forward cockpit is perfectly dry and comfortable at all speeds. The boat can be driven from the forward cockpit or from the bridge because of a special dual control arrangement.

The windshield is of permanent type, equipped with two side wings for increased weather protection. The leather upholstery is laid over box springs to provide the utmost comfort.

Convenient passage to and from the forward cockpit is attained by means of a removable section in the forward cockpit seat. By releasing an inconspicuous catch, the middle section of the seat may be folded down to the floor level. When desired, the entire seat can be converted into a comfortable berth.

The cabin is designed to provide comfortable sleeping quarters for four persons. There are Pullman-type combination seats and berths on each side, a galley on the forward port side, a linen closet and lavatory on the forward starboard side. In the galley there is an icebox, a generous size sink, a two burner stove and a buffet locker together with suitable storage space for stores, utensils, silverware and other necessities. The icebox is so made that it can be filled from the forward cockpit. The construction of the galley is so designed as to separate as much as possible from the cabin proper. In the lavatory door there is a full length plate glass mirror. A notable feature is the ample head room of the cabin, the average being 6 feet 3½ inches.

Beneath each of the two seats or berths are two large drawers for the storage of bed linen. Further linen storage is provided by a linen closet in the lavatory. The clothes locker is of generous size and length, conveniently arranged and fitted with a ventilating door. A table of novel design is provided in use between the two seats.

The cabin floor is covered with an over-all rug. On each side of the cabin are four large windows equipped with operating automobile type regulators of such construction as to withstand the action of salt water and to insure their operation throughout the life of the boat. There are many other refinements, such as silk roller shades and dome and lighting fixtures, which impart to the interior of the cabin an air of home-like luxury and comfort.

Directly aft of the cabin is an open bridge deck protected against wind and spray by a weather cloth extending from the rail to coaming. A windshield with side wings similar to that on the forward cockpit provides ample protection both for the helmsman and party.

All motor controls are conveniently located to the stern column on the port side. There is a chart case, search light, nickled binnacle and signal horn within convenient reach of the helmsman.

Installed under the bridge deck is a 200 horse power Chris Craft Marine Motor easily accessible through large hatch. There is a water-tight bulkhead forward and aft of the engine room compartments also watertight bulkhead in the bow.

Between the bridge deck and the stern is another cockpit of generous size, equipped with a full stern seat and two large dunnage lockets. As in the forward cockpit, there is a removable section in the thwart-ship bridge deck seat which permits convenient passage between the bridge deck and the after cockpit.

It is the intention of the makers to push production as rapidly as possible and to have demonstrators on display in important boating centers in ample time for inspection and purchase before next spring.



Old Man Joe in Vancouver

At the chief seaport of British Columbia, you'll find Old Man Joe with Hoffar-Beeching's Ship Yard Ltd., 1927 Georgia St., W. Drop in and get acquainted. Look in also on Easthope Bros., who make a full line of Joe-Equipt motors.



The Choice of Leading Engine Builders

Thirty-eight leading engine builders furnish Joes Gears as regular equipment—because there's no comeback from the buyer, only increasing satisfaction, from the first time he handles the boat. Joes lead in the Northwest as elsewhere, and you'll not have to strain your peepers to see 'em in all kind o' craft round about Vancouver.

Write us for Bulletin 27A and a vest pocket copy of "Rules of the Road"

*Sales & Service
in 30 ports*

The Snow & Petrelli Mfg. Co., 19 Fox Street, New Haven, Conn.

JOES FAMOUS REVERSE GEARS

Reverse 80% — 88% of Motor Speed

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Galveston, Texas, Galveston Marine Supply Co., 2007 Strand
Wilmington, Calif., Fellows & Stewart, Inc.
San Francisco, Calif., Johnson, Joseph & G. M. Josselyn & Co., 36 Sacramento St.
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Chicago, Ill., W. L. Masters & Co., 800 N. Clark St.

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England, J. King & Co., 10 Church Row, Limehouse E, London
Holland, Fred J. Kemper, Korte Kade 200, Rotterdam
Australasia, Melchior, Armstrong, Dessau Co., 116 Broad St., New York, N. Y.
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REVERSE 80%-88%

OF MOTOR SPEED

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KUHL'S

ELASTIC SEAM COMPOSITION
Keeps the Seams Water-Tight



*Used by the Best Motor Boat,
 Yacht and Ship Builders and
 the U. S. Government*

WITH KUHL'S Elastic Seam Composition in the deck seams and KUHL'S Elastic Glazing Composition in the hull seams you are assured a water-tight boat for eight to twelve years. Together they stand as tried and true protectors against seam leaks due to changes in temperature, wetting and drying, swelling and shrinkage, wringing and twisting. Once applied they become a part of the woodwork, semi-hard but never brittle, yielding to expansion and contraction but always adhering to the seam sides, making a perfect seal.

Five Colors

White—Gray—Yellow—Black—Mahogany

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Elastic Flat Yacht White Elastic Trowel Cement
 Elastic Gloss Yacht White Elastic Deck Varnish

H. B. FRED KUHL'S

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Established 1889

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INTERNATIONAL—16

**A STURDY ENGINE FOR RUNABOUTS,
 CRUISER AND WORK BOATS**

The International—16 is built from the ground up for marine service. Four cylinders, four speeds. Bore 2 1/2 in.; stroke 4 in. Develops 16 H.P. at 500 R.P.M. and 18 H.P. at 1200 R.P.M. You can depend upon the International for steady and economical service through many years. It runs smoothly, quietly, powerfully and free from vibrations. It is easy to start and easy to control because it is so flexible. And the price is within reach of any one's pocket.

JOES ENCLOSED REVERSE GEAR OPTIONAL AT \$75.00
 ADDITIONAL

ELECTRIC STARTING OUTFIT COMPLETE \$100.00 EXTRA

Write for Full Particulars

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You can't get a better or more reliable pump than the Lobee because there isn't a better one made. It has been the World's Standard of Pump Quality for 25 years. No other pump has proven so popular in the marine trade. Simple, compact, noiseless and positive. These pumps will outwear the engines to which they are attached. Gear and Rotary Pumps from 1/4" to 1 1/2" suction and discharge. Different designs for various types of drive and mounting made to order. Write today for catalog and prices. Sold by Leading Dealers Everywhere.

Lobee Pump & Machinery Co.
 1790 Niagara Street, Buffalo, N. Y., U. S. A.

Fantasy—A Fifty-Fifty Cruiser

(Continued from page 53)

KEEL: Of good clear white oak, to be sided 4 1/2 inches and moulded as shown on the construction plan. Can be either fastened with galvanized iron fastenings or copper as desired.

DEADWOOD: Of good clear white oak, or yellow pine, to be sided 4 1/2 inches. Moulding can be made to suit the timber on hand.

SHAFT LOG: Of white oak, sided 4 1/2 inches, and moulded 8 inches. To be bored for shaft. Inboard end of shaft log to be fitted with a stuffing box, outboard end with stern bearing.

STERN POST: Of white oak, sided 4 1/2 inches and moulded 6 inches.

HORN TIMBER: Of white oak, sided 4 1/2 inches, moulded as shown on construction plan.

STERN KNEE: To be 4 1/2 inch white oak knee.

KEEL BATTEN: White oak, to run from stem to shaft log, to be 2 1/4 by 6 inches.

TRANSOM: This can be of mahogany, oak or yellow pine as desired. To finish 1 1/4 inches thick.

FRAMES: Main frames to be spaced 30 inches, centers to be of white oak, sided 1 1/4 inches and moulded 3 1/2 inches. Intermediate frames to be of oak also sided 1 1/4 inches and moulded 2 inches. Frames to be fastened together at chine with a 1 1/4 inch oak corner piece, at keel with floors. Floors on main frames to be sided 1 1/2 and on intermediate frames 1 1/4 inches.

CLAMP: Of long leaf Georgia yellow pine, in one length if possible, sided 1 1/2 and moulded 4 inches. To be fastened at each frame with two 5/8 inch diameter bolts into frame and one 1/2 inch diameter bolt through deck beam.

CHINE: White oak, sided 1 1/4 inches and moulded 4 inches, let in flush on frames. Bolted to frames with 5/8 inch diameter bolts.

Lower edge to be beveled even with face of bottom frames.

MAST STEPS: Step for main mast to be of oak sided 6 inches and moulded as shown.

PLANKING: To be of cedar to finish one inch thick. To be laid in narrow strakes and long lengths. Butts to be made of oak butt blocks, 1 inch thick and at least 12 inches long. Ends of planking to be screw fastened. Planing along side of keel, chine and side stringer to be screw fastened. Fastening on to frames can be either nail or screw fastened as desired. All holes to be bored for fastenings with a proper bitt and plugged with selected plugs of small diameter set in with care. All seams to be caulked with best cotton, the tight ones first. Seams to be filled with a mixture of putty and lead. Stop water to be fitted where necessary.

DECK BEAMS: Deck beams to be white oak, spaced 10 inches apart. Sided 1 1/4 inches and moulded 2 1/2 inches. Heavy beams in way of mainmast, house opening and cockpit opening to be sided 2 1/2 inches and moulded 2 1/2 inches. All beams to be sawn with a crown of 5 inches in 9 feet. All beams to be fastened to clamp with one 5/8 inch diameter galvanized iron bolt clinched over rings.

PARTNERS, KNEES, ETC.: Partners to be of oak, 2 inches thick and 14 inches wide let into deck beams. At main mast, oak knees are to be fitted. At mizzen mast, the cockpit beams are to be fitted with a mast partner and also knees at sides to properly brace them at this point.

A 2 1/2 inch oak breasthook is fitted at the stem.

DECKING: To be dry well seasoned white pine, 3/4 inches thick. To be absolutely free from sap, knots, shakes and other defects. To be laid parallel with side of boat and to be covered with 10 oz. canvas.

COCKPIT: Cockpit deck and beams to be the same as the main deck but to have no camber. To be canvas covered. Cockpit sheathing 3/4 inch pine, to be set on a rabbeted coaming set on the cockpit floor. Scuppers to be fitted in cockpit. Hatch to be fitted over engine.

HOUSE: House sides and ends to be of pine if painted and either oak or mahogany if a bright finish is desired. To be 1 1/4 inches thick. Long bolts to run through sides through decking into carlin. Oak or mahogany fascia piece to be fitted at joint of side of house and deck to be about 3/8 inches thick. Sill to be of oak, 1 1/2 by 1 1/2 inches.

House top to be of clear white pine, 3/4 inch thick, canvas covered. Canvas to be carried down over sides and ends, tacked and covered with a half oval of oak or mahogany.

House beams, oak, sided 1 1/4 inches and moulded 2 inches, spaced 12 inches centers.

Lower corners of beams to be neatly chamfered.

Companionway to be fitted at after end of house to be of the usual type of companionway. Hatch on forward end.

COAMINGS: Coamings aft in way of cockpit to be of oak or mahogany 3/4 inches thick, to be through bolted to deck. To carry out the line of the house as shown on deck plan.

(Continued on page 130)

GAR WOOD

*has taken the bumps
out of fast boating*



Sweeping into the market at the National Motor Boat Show in New York last January, the New Baby Gars, in colors, won instant recognition as the new style—the new vogue—in motorboats.

Experienced yachtsmen have been quick to recognize that these new Baby Gars in gorgeous new color combinations are not only supremely beautiful runabouts but represent a thrilling turning point in fast pleasure boat design. And from Portland to Miami and New York to San Francisco they are eagerly proclaiming:—"Gar Wood has taken the bumps out of speed boating."

Gar Wood has not only taken the bumps

out of fast boating, with a hull distinguished by its level

planing position, but he has also smoothed the way to a rapidly growing popularity for this thrilling pleasure. Baby Gars, with their deep Vee bottom, narrow stern and ample free board, keep dry even in rough water and are as easy to handle and as safe to drive as the family car.



GAR WOOD INC.

415 Connecticut Ave. Detroit, Mich.

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IN BOSTON
882 Commonwealth Ave.

IN MINNEAPOLIS
University at 6th Ave., S. E.

IN CHICAGO
301 W. 37th St.

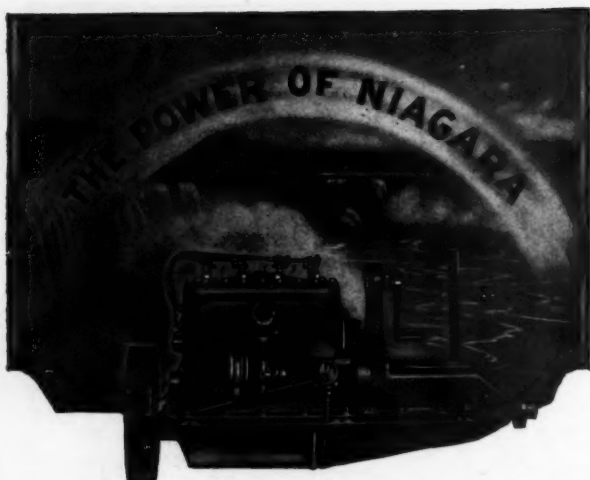
IN SAN FRANCISCO
17th and Folsom Sts.

Dealers—The Baby Gar line for 1929, will include a complete range of prices and models. Write for attractive franchise proposition.

BABY GAR

THE ARISTOCRAT OF MOTOR BOATS

Mention MoToR BoATINg, 57th St. at Eighth Ave., New York



For Tenders, Sea Skiffs, Runabouts, and Small Cruisers

The NIAGARA "SPECIAL"

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Is Most Emphatically the Ideal Power Plant

It is a complete power unit; more power; compact; free from freak features; simple, sturdy, economical in first cost; inexpensive to operate, long lived; thoroughly standardized as to parts: Bosch magneto; Joes reverse gear; Atwater Kent; Zenith or Schebler carburetor. And it is the lowest priced, complete 4-cylinder motor of its size in America. An engine that will give you 1 1/2 to 2 m.p.h. more speed, with less cost, less weight and longer life.

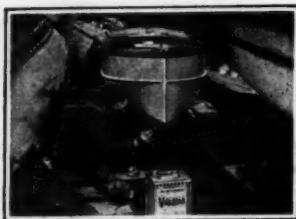
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Other models 5 H.P. to 120 H.P.

Write for details (state size of boat and H.P. interested in.)

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Box 388, Dunkirk, N. Y., U. S. A.



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Photo by Edwin Levick



Free from Barnacles

VALSPAR Bronze Bottom Paint is prized by boat owners as a dependable anti-fouling mixture that will keep the bottom of any boat free from barnacles all season.

Send 20c and dealer's name for 40c sample of Valspar Bronze Bottom Paint.

Valentine & Company
386 Fourth Ave., New York



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Boat Closets

\$39.00

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Write for our Marine Hardware Catalog

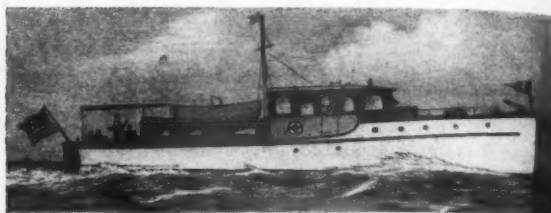
R. W. ZUNDEL CO., Inc.

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Safety—Comfort—Economy



53' x 12' x 3'10"—Cedar Planking, brass screwed.

60 H.P. STANDARD FULL DIESEL ENGINE, using Cheap Fuel Oil, costing not over 40 cents an hour to run. Fuel for 1,250 Miles Cruise at 14 miles. Safest Boat Built. No Gasoline Used.

Three Double Staterooms and One Single Berth Room, all connected with baths. This includes two berths in deck house.

Hot and Cold Water under Pressure. Frigidaire Refrigeration. Electric Lights. Mahogany Trim.

Oil-Burning Range. Electric Range on 110 volt circuit with standard lighting fixtures and outlets for fans, curling irons, toasters, heaters, etc., for \$300 extra.

\$22,000

Twin Screw Cruiser, 17 miles, \$25,500

Also smaller Diesel Cruisers

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PITTSBURGH, PA.
Phone: Atlantic 9610

WILLIAM J. DEED

936 Singer Bldg., 149 Broadway
NEW YORK CITY
Phone: Bowling Green 9695

Three New Fast Boats for 1929

A NEW 60 to 70 miles an hour displacement boat of the monoplane type, claimed to be the fastest of its type in the world, has been designed by Gar Wood of Detroit, Michigan and will be built upon special order for any American Yachtsman interested in owning a craft of that speed, according to Arthur J. Utz, New York representative for Gar Wood Boats. This boat will be about 35 feet long, 7 feet beam, powered with a single 800 h.p. motor and will have a guaranteed speed of 60 m.p.h.

Gar Wood is also designing and building at the present time, what is known as the world's fastest 50 feet Express Commuter of the displacement type. This is powered with a pair of 400 h.p. 12 cylinder Gar Wood Marine Engines and with its 10 foot 6 inches beam, is capable of doing better than 40 m.p.h. This same boat can be put out with a pair of 800 h.p. motors and do in excess 50 m.p.h.

Anyone desiring one of the fastest hydroplanes in the world can secure one designed after the lines of Miss America VII holder of the World's present speed boat record—92.838 m.p.h. A guaranteed speed of 90 m.p.h. will be given

These special boats are to be built by Gar Wood, Inc., in addition to their present line of 28 foot open and sedan type stock runabouts and their 33 footer which is known as the world's fastest standard runabout.

RECORDS KEEP CLIMBING

Several new records were set up at a race meet conducted by the Illinois Valley Yacht Club on September 30 by Eldon Travis driving a little boat called Spirit of Peoria III. This boat was a Boyd Martin hydroplane and was driven by an Elto Quad engine. In a series of mile trial record attempts a mean speed of 41.748 m.p.h. was established which is the first time that a speed of over forty miles has been attained under supervised competition. With the same boat propelled by a Class B Elto engine he succeeded in covering two laps of a 2 1/2 mile course at a race of 28.019 m.p.h. These speeds were established in competition and were carefully timed by skilled officials so that there can be no question as to their correctness.

NOVEMBER, 1928

February MoToR BoatinG

will be the

Annual Show Number

It will tell you about everything that's new in boats, engines and boat equipment. A DeLuxe issue with many added editorial articles and special features, including complete tables of Prices, Sizes, Equipment, Structural and Mechanical Specifications of the Leading 1929 Runabouts, Cruisers and Outboard Boats. Also Specifications of 1929 Engines, including Gasoline, Diesel and Outboard Motors. You cannot afford to miss this issue. Tell your newsdealer now to reserve a copy of the February Show Number for you.

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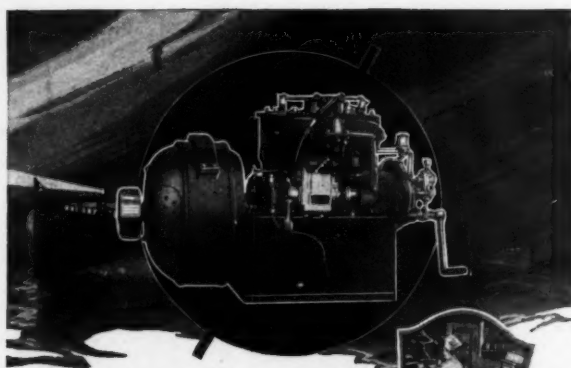
*Forms close December
15th to 27th*



The Yachtsmen's Magazine

Fifty-seventh Street
at Eighth Avenue
New York, N. Y.

Mention MoToR BoatinG, 57th St. at Eighth Ave., New York



A Size and Type Ideal for Your Boat

First—the perfection of city lighting service, strong, non-flickering light. Second—the utmost dependability. Third—wonderful compactness that does not defeat accessibility. Fourth—economical operation. Fifth—practically vibrationless and so smooth and quiet that you can scarcely hear this plant under full load.

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STURGES ANCHOR HOIST

Makes Anchor Raising Easy

THIS simple practical device makes anchor raising the easiest job on your boat. The Sturges Anchor Hoist provides every requirement for lowering and raising the anchor with minimum manual effort. When not in use, the davit and the hoist can be unshipped, leaving only the base on deck.

The Sturges Anchor Hoist is made for any type of anchor up to 100 lbs. Sturdily built, heavily galvanized. Furnished entirely in brass at slight extra cost. The davit can be designed especially to fit your boat without extra cost.

Made in three sizes—8, 1 and 2.

You will be surprised at the many features of Sturges Anchor Hoist. Let us explain them to you. Write today for details and prices.



Easily installed by anyone without disfiguring or marring your cruiser in any way.

Model No. 2 with 3 speed transmission, for anchors 60 to 100 lbs. The low speed gives powerful leverage for breaking the anchor loose from a mud bottom. Second speed (on which the handle is shown) is normally used for hoisting the anchor. The high speed or direct drive on main shaft is for quickly reeling in the slack of the rope. Note also the open type block on the davit which permits quick application of the service line over the pulley.

STURGES ANCHOR HOIST

3 Kensington Road, Bronxville, N. Y.

Fantasy—A Fifty-Fifty Cruiser

(Continued from page 126)

ENGINE BED: To be of oak 2 inches thick, to be moulded to suit engine installed.

FLOORING AND BEAMS: Flooring of pine, $\frac{3}{4}$ inches thick fitted with hatches to get at bilge, beams to be of oak $\frac{3}{4}$ by $1\frac{1}{2}$ inches spaced 11 inches. Riser fitted on frames to carry beams.

BULKHEADS: Joiner bulkheads to be of $\frac{3}{4}$ inch T & G pine staving. Door to lavatory to be panelled or plain.

INTERIOR FITTINGS: Transom seats to be fitted in cabin. Lockers fitted under.

Ice chest fitted as shown.

Galley dresser and stove platform.

Companionway steps.

Sink to be fitted in dresser top to be complete with pump.

Stove of the alcohol or gas type, two burner. Space around stove to be metal lined with asbestos under.

One water closet of the pump marine type to be installed complete with sea cocks on both intake and discharge.

One small porcelain enamel corner wash basin to be fitted in lavatory complete with pump.

RUDDER: To be of oak, about 2 inches thick on forward edge tapering to about $\frac{3}{4}$ inch at aft edge, to be thoroughly through bolted. Fitted with straps and gudgeons and also heel bearing.

STEERING GEAR: To be of the chain and sprocket type fitted in a box at the forward end of the cockpit. Tiller lines to lead over large diameter sheaves to tiller fitted on rudder.

CHAIN PLATES: Galvanized chain plates to be fitted four on each side two at main mast and two at mizzen. Mainmast plates to be $1\frac{1}{2}$ by $\frac{5}{8}$ by 14 inches. Mizzen plates to be $1\frac{1}{4}$ by $\frac{5}{8}$ by 12 inches. To be fitted on blocks fitted on inside of plankings. To be carried through deck.

DECK FITTINGS: Two bow chocks to be fitted forward just aft of stem to be $4\frac{1}{2}$ inches long.

Sampson post of bronze to be fitted forward.

Main sheet traveller, 12 inches long and $\frac{1}{2}$ inch diameter, of the bolt and nut type, to be fitted on cockpit floor.

Portlights to be of the sleeve type, 8 inches diameter and two of 4 inches diameter to be fitted in sides and ends of house.

CLEATS: Five $5\frac{1}{2}$ inch cleats to be fitted on the cabin top for the main halyards, jib halyards and jib sheets. One $5\frac{1}{2}$ inch cleat to be fitted on mizzen mast for main sheet. Two $4\frac{1}{2}$ inch cleats fitted on mizzen mast for mizzen halyards.

Turnbuckles, $4\frac{1}{2}$ inch diameter turn buckles for the main shrouds, four $\frac{3}{8}$ inch diameter turn buckles for the mizzen shrouds.

TANKS: Two tanks of galvanized iron to be fitted alongside of cockpit, with fill pipe run to deck and fitted with fill plate. Tanks to be about 28 gallons capacity each, dimension 42 inches long and 14 inches in diameter. One to be used for gasoline and the other for fresh water. Gasoline tank to be piped to carburetor with seamless copper tubing. Fresh water tank to be piped to galley sink and wash basin with galvanized iron pipe.

ENGINE: Any standard make of modern gasoline engine of about 30 horse power that is small in size will be suitable. Exhaust pipe to be carried out through transom, to have bend in it so that the high point of the bend is a fair distance above the water line to prevent water from backing into the engine.

Spark and throttle to be carried to wheel.

SPARS: To be of clear selected spruce of lengths and diameters as follows: Mainmast, length from top of house to shoulder 22 feet 9 inches, from mast step to top of house 6 feet 3 inches.

Diameters at deck: 5 inches, at heel, 5 inches, 5 feet 6 inches up from deck, $4\frac{7}{8}$ inches, 9 feet 0 inches up $4\frac{5}{8}$ inches, 13 feet 6 inches up $4\frac{3}{8}$ inches, 18 feet 0 inches up $3\frac{3}{4}$ inches, at shoulder $2\frac{1}{2}$ inches.

MAIN GAFF: 10 feet 5 inches long. Diameter at center $2\frac{1}{2}$ inches, outboard end $1\frac{3}{4}$ inches, inboard end $2\frac{1}{2}$ inches. To be fitted with oak jaws.

MAIN BOOM: 14 feet 4 inches long. Diameter at center $2\frac{3}{4}$ inches. Outboard end 2 inches, inboard end $2\frac{1}{4}$ inches. Goosenecks fitted as shown.

MIZZEN MAST: Length from cockpit floor to shoulder 16 feet 4 inches. From cockpit floor to step 18 inches. Diameter at cockpit floor $3\frac{1}{2}$ inches at step $3\frac{1}{2}$ inches. Diameter 3 feet 3 inches up $3\frac{1}{2}$ inches, 6 feet 6 inches up $3\frac{3}{4}$ inches, 9 feet 9 inches up 3 inches 13 feet 0 inches up $2\frac{3}{8}$ inches, at shoulder $1\frac{3}{4}$ inches. Gooseneck fitted as shown.

MIZZEN GAFF: 6 feet 0 inches long. Diameter at center $1\frac{1}{2}$ inches, outboard end $1\frac{1}{8}$ inches, inboard end $1\frac{3}{4}$ inches. To be fitted with oak jaws.

MIZZEN BOOM: 8 feet 3 inches long. Diameter at center $2\frac{1}{2}$ inches. Outboard end $1\frac{3}{4}$ inches, inboard end 2 inches.

(Continued on page 132)

Store Your Boat Under Cover at VICTORY YACHT YARD and You Save Money



Waterfront view of the big under-cover storage shed at Victory Yacht Yard.



Yachts at Courtesy Wharf before entering glass enclosed storage shown at left.



Four Marine Railways at work hauling boats for dry storage.

One of the 375'x50' under-cover wet slips filling up.



AT Victory Yacht Yard, the House of a Thousand Yachts, you can store your boat under permanent cover, afloat or hauled up, and avoid the cost of expensive temporary housing and damage from storm, snow and ice. Our facilities include six 375 ft. by 50 ft. under-cover wet slips, also dry storage for boats of all types. Modern equipment, including Crandall

Marine Railways up to 100 tons capacity, and spur connection with the N. Y., N. H. & H. Railroad insure safe handling.

The Victory Yacht Yard is ideally located in Boston Harbor on tide water free of ice and clean at all times. It is available to all seaboard points south through the toll-free Cape Cod Canal.

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Within One Hour
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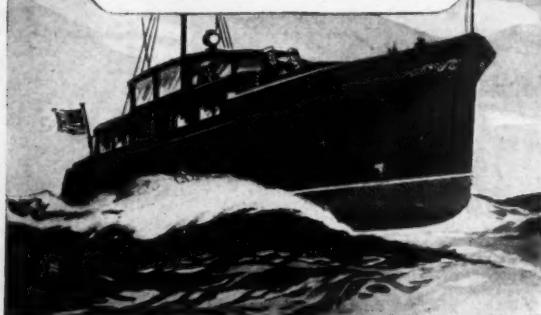
"Only Bottom Paint used by the Star Boat Fleet of Newport, the largest Star Boat Fleet in the World."
—Smith Bros. Marine Hardware Co.,
Balboa, California

"We have used your Marblehead Anti-Fouling Bottom Paint on a great many of our large cruisers. This paint has given perfect satisfaction in every case."
—The Mathews Co.

"We have, as you know, tried various kinds of bottom paint, but have been unable to find anything that will stand up as your paint does, under all conditions."
—Geo. Lawley & Son Corp'n.

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—Harker Boat Co.

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Model G-228 Cooler
Price, \$59.00

GROSS MECHANICAL LABORATORIES
1705 West Baltimore St. Baltimore, Maryland

Fantasy—A Fifty-Fifty Cruiser

(Continued from page 130)

SAILS: To be made by sailmaker and to be of weight and material best suitable for this size and type of boat.

RIGGING: Standing, Headstay, $\frac{3}{4}$ inch circumference 19 wire plough steel.

Shrouds on mainmast, 1 inch circumference 19 wire plough steel.

Mizzen mast shrouds, $\frac{7}{8}$ inch circumference, 19 wire plough steel.

RUNNING RIGGING:

Main peak halyard $\frac{1}{2}$ inch diameter Manila rope.

Main throat halyard $\frac{1}{2}$ inch diameter rope.

Main sheet, $\frac{1}{2}$ inch diameter Manila rope.

Mizzen peak halyard $\frac{3}{8}$ inch diameter Manila rope.

Mizzen throat halyard $\frac{3}{8}$ inch diameter Manila rope.

Mizzen sheet $\frac{1}{2}$ inch diameter Manila rope.

Jib halyard $\frac{3}{8}$ inch diameter Manila rope.

Jib sheet $\frac{3}{8}$ inch diameter Manila rope.

Lazy jack on main and mizzen $\frac{5}{16}$ inch diameter Manila rope.

BLOCKS:

Main Peak halyard:

One No. 3 with bridle single.

Two No. 3 with side shackle, single main throat halyard.

Two No. 3 with side shackle, double.

Main Sheet:

One No. 3 with front shackle, single.

One No. 3 with becket and front shackle single.

Mizzen peak halyard:

One No. 1 with bridle, single.

One No. 1 with side shackle and becket, single.

Mizzen throat halyard:

Two No. 1 with side shackles double.

Mizzen sheet:

One No. 3 with front shackle, single.

Two No. 3 with Link deck plates, single.

Jib Halyard:

One No. 1 with side shackle and becket, single.

One No. 1 with side shackle.

Jib sheets:

Two jib sheet fairleads.

ANCHORS: One 60 pound kedge with about 150 feet of $\frac{3}{4}$ inch diameter Manila cable. Two mooring lines about 50 feet each of $\frac{5}{8}$ inch diameter Manila.

EQUIPMENT: One complete set of running lights.

Compass and binnacle.

2 copies Pilot rules.

6 Life preservers.

One 8 foot boat hook.

One fire extinguisher.

Cabin cushions.

One bell.

Cockpit cushions.

One fog horn.

PAINTING: Hull: Seams to be properly caulked throughout with the finest cotton. Hull to be properly planed, sand-papered and smoothed so that no tool marks show and hull is sweet and fair. Bottom to be given one coat of red lead and at least three coats of a non-fouling marine bottom paint.

Topsides, to be given one priming coat and three coats of finish paint of color desired. Boot top to be painted as shown by the line on the sail plan.

House sides and coaming: if bright to be given one coat of filler and three coats of spar varnish, if painted, one primer and three coats of the color desired.

Canvas decks to be given one coat of canvas filler and three coats of standard marine deck paint of color desired.

Bright work, hatches, companionway, doors, spars, etc. to be given three coats of spar varnish.

Interior to be painted to suit the individual taste. The inside of the hull where it shows can be sheathed, either with tongue and groove sheathing or veneer board, or else it can be left so that the frames and the inside of the planking show, at any rate some paint finish is to be applied, this should be at least two coats; if a fine finish is desired, four coats with one coat of primer. The color is up to you.

Montauk Yacht Club's Intown Station

(Continued from page 39)

bourne, Carle C. Conway, W. Heyward Drayton III, Nelson Doubleday, Hugh W. Davis (Norfolk, Va.), Horace E. Dodge, Jr. (Detroit), John Englis, Carl G. Fisher, Charles M. Fair, Richard F. Hoyt, Jr., Thomas Hitchcock, Jr., Thomas M. Howell (Chicago), C. M. Keys, Victor Klierath, Dr. Ellwood R. Kirby (Philadelphia), George LeBoutillier, C. M. Leonard, Alfred F. Masury, Edward S. Moore, John J. Redfield, John M. Rutherford, Roy A. Rainey, Theodore Revillon, Alfred P. Sloan, Jr., Robert H. Tyndall, Chance M. Vought, John Wanamaker, Jr.

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SPECIAL RED AND GREEN

Tungspars
Varnish
will not
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white



Copper "BEST" Paint
(Brown)

For Quality, Speed,
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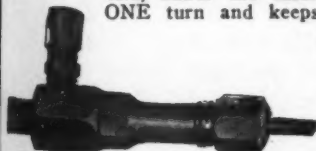
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PRESTO PRIMER, screwed into intake manifold, starts the most stubborn motor on ONE turn and keeps it running until it picks up on the gasoline.



Works on Prest-O-Lite gas, obtainable everywhere. Easily installed. No danger. Never fails.

Send \$15 to trial order of PRIMER, reducing valve, gauge, shut-off valves and tubing complete. Money back if not satisfied.

Write for complete circular.

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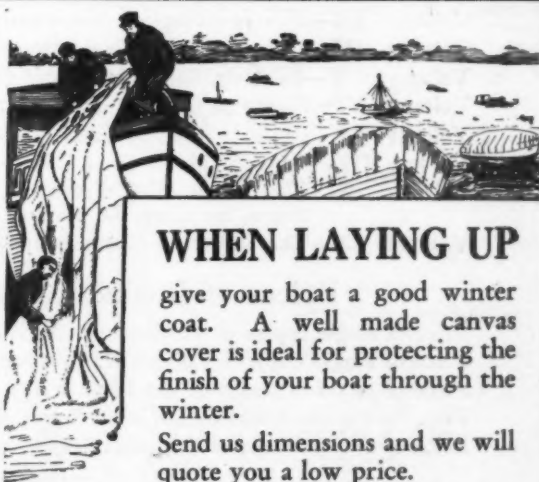
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RIVETED OR WELDED SEAMS

Rudders, Stacks, Special Work

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JERSEY CITY, N. J.



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give your boat a good winter coat. A well made canvas cover is ideal for protecting the finish of your boat through the winter.

Send us dimensions and we will quote you a low price.

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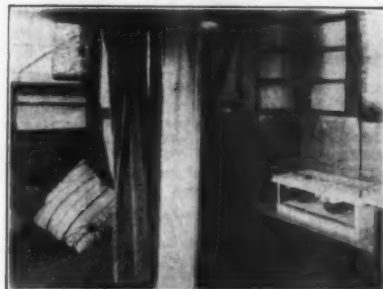


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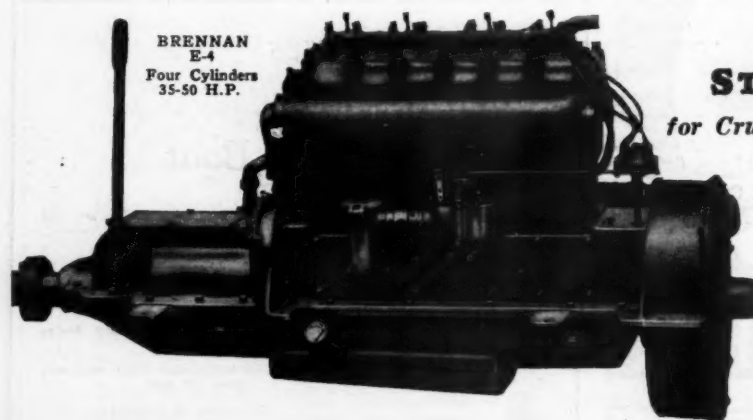
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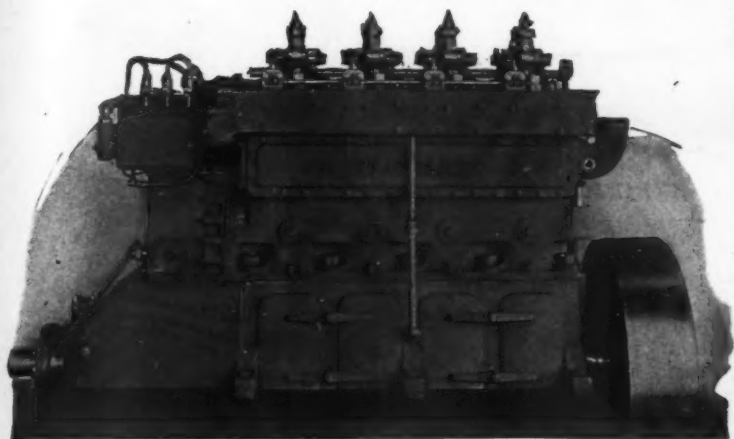
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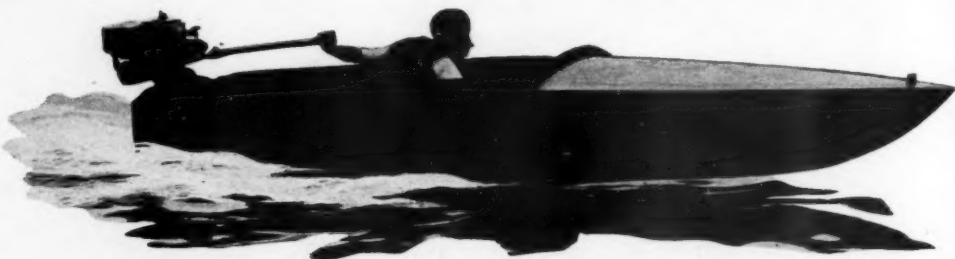
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The *Outboard* for Outboard Yachtsmen



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BOSSERT PIRATE SPECIFICATIONS

Length, 14 ft. *Beam*, 51 inches.

Freeboard at Bow, 19 inches.

Freeboard amidships, 18 inches.

Stern and Keel in one piece of selected straight grained Oak, steamed and bent to shape.

Frames of selected clear Aero Spruce sawed to shape $\frac{3}{4}$ inches thick.

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Aft Chine filler piece of $\frac{3}{4}$ inch Spruce, Special Bossert Round Chine of Mahogany 1 inch by $2\frac{1}{4}$ inches, brass screw fastened to filler piece creating a beautiful round chine from step to transom.

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Planking of Mahogany, $\frac{5}{16}$ of an inch thick.

Decking of Mahogany strips, $\frac{5}{16}$ inch by $2\frac{1}{4}$ inches wide. Strong enough to stand on.

Flooring of selected Spruce strips $\frac{1}{2}$ inch thick by 3 inches wide.

Cosmings of $\frac{3}{8}$ inch Mahogany.

Transom $13/16$ inch thick Philippine Mahogany.

Seats and Comfort Backs, Mahogany with strips for seat give and spring.

Fastened with approximately 2800 brass screws.

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Stock Bossert Pirates have been entered during the past season in many races along the Atlantic Coast. Competing with some of the fastest boats in the country, they emerged victorious in every test.

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Write today for full details of our special offer to dealers. We want one in every section. The Bossert Pirate means big value for the buyer and a good profit for the dealer.

Imagine speeding across the water—competing with and beating the fastest outboard boats! —AND AT THE SAME TIME KNOWING THAT YOU ARE ABSOLUTELY SAFE!

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Give Son a Knockdown Bossert Pirate Kid for Christmas—

a smaller edition of the famous Bossert Pirate.

Think of the fun for son building a real boat all by himself—one made of the finest materials—one that he will be able to exhibit with pride—a boat that is Safe, Speedy and Well Constructed.

He Can't Fail to Put It Together Right!

The actual building of the Bossert Pirate is arranged so that all the boy has to do is to follow a blue print—just enough sawing, planing and sandpapering to make him know after he is finished that he really built the boat all by himself.

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Ray Preganzer, Antioch, Illinois, winner of the twenty-five-mile free-for-all, fastest time for the distance being 36.261 m.p.h.



Bill Frey, Madison Wisconsin, winner of the five-mile free-for-all, the fastest heat 36.90 m.p.h.

Ralph Harrington, Wilmette, Illinois, winner of the special Quad event, went 36.392 m.p.h.

Forty Mile Mark Passed

Fastest Outboard Time of the Year Established at Midwest Regatta in Record Trial Runs

IT has been the prediction of many that the 40-mile mark would be reached by the outboard motor before the season was over.

At the Midwest Championship Regatta of the Illinois Valley Yacht and Canoe Club held at Peoria, Illinois, September 29 and 30, this high mark was not only reached but passed in time trials, first by Eldon Travis of Peoria, with his Elto Hi-Speed Quad on a Boyd Martin Bullet and also by Ralph Harrington of Wilmette, Ill. with a Hi-Speed Quad on a Century Cyclone. The average time made by Travis for the six miles was 41:748 miles per hour, and Harrington's time was 40:453 miles per hour. In the three miles down stream and three miles up, the time made by these racing men has never before been attained with outboard motors.

The times as made by Mr. Travis in his six runs up and down the course show a remarkably consistent performance. The runs alternated up and down stream with the time and speed for

each of the six as follows: First, 1:25.8, speed 41.958; second, 1:27.2, speed 41.285; third, 1:26.0, speed 41.660; fourth, 1:26.6, speed 41.570; fifth, 1:25.8, speed 41.958; sixth, 1:26.8, speed 41.860. The mean of these six runs is 41.748 m. p. h. which is likely to stand for some time. It will be noted that the variation between the slowest and fastest of the six runs is only 1.4 seconds.

All trials were electrically timed under the supervision of Gordon G. Gillies, and were made over a course surveyed and checked by United States Engineers.

In the 25-mile Free-for-all, perhaps the most spectacular event of the Regatta, Bill Frey of Madison, Wisconsin, in Uniplex, his Quad-powered Century Cyclone, quickly shot into the lead to be closely followed, however, by Ray Preganzer of Antioch, Illinois, also driving an Elto Hi-Speed Quad on a Century Cyclone.



Eldon Travis, Peoria, Illinois, who established a record of 41.478 m.p.h. in time trials

Lap after lap, for ten circuits, their positions were unchanged, until in the semi-darkness Bill Frey in-

(Cont. on page 154)

Henry Clemons of Wilmington, service manager at the Championship Regatta. Henry, without assistance, launched over 100 boats, not to mention carrying several times as many motors during the regatta



Ralph Harrington with his Elto powered Century boat which won the Class D 4-mile Amateur and Free-for-All events and established a new American record of 37.02 miles per hour in each of these events

At the Outboard Championships

Frank Wigglesworth of Boston, Massachusetts, chairman of the American Power Boat Association Contest Board, with Gates Hârpel, sales manager of the Johnson Motor Company





Eugene Pickard with his boat, Rubber Baby II, powered with a Johnson motor which won all of the Class C events and established several new American records

*Wilmington, North Carolina, Is
Host to Visting Boatmen from
All Parts of the Country*



Miss Marion Russell, aboard a skiboat, who thrilled thousands at the Wilmington Regatta with her skillful handling of this craft. No rudder or other steering control is used, the boat being made to turn by shifting the weight of the body



The Wilmington Committee:
E. L. Wade, Commodore J.
D. Corbett, Mayor W. H.
Blair, and Steve Drakeley,
official starter



Aggravator, an unusual little single step hydroplane designed and built by her owner, John Adams, that easily won the Class B event at 26 m. p. h. over rough water

Fast Times at San Diego

Outboard Regatta Under A. P. B. A. Sanction Brings Out New Boats Which Are Both Fast and Able

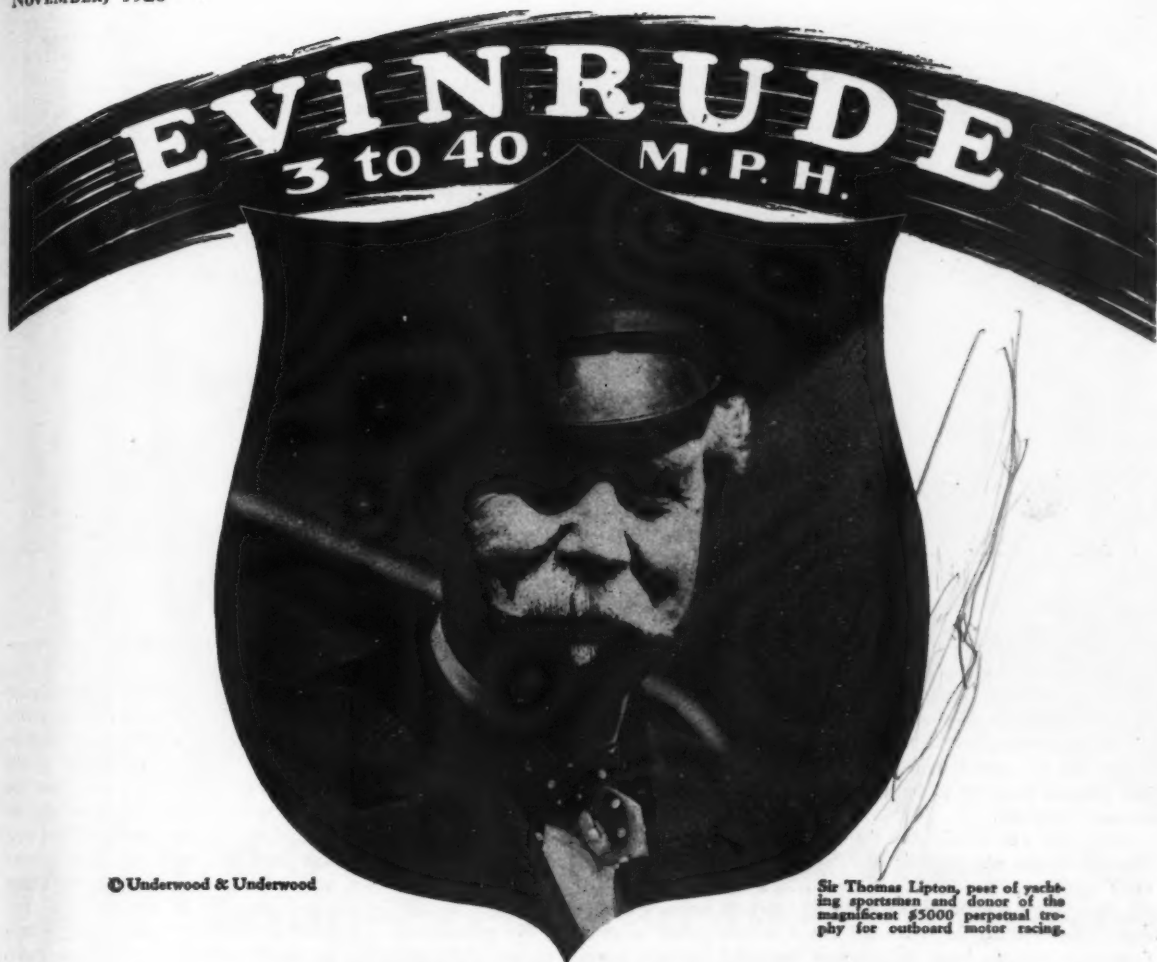
By W. MACK ANGAS, Lieut. Com. (C. E. C.), U. S. N.

EXCELLENT speeds were made in a number of events at the Outboard Regatta held by the San Diego Yacht Club under A.P.B.A. sanction on Sunday September 23. The frequency with which sectional meets are being held in Southern California under national sanction from either the A.P.B.A. or the M.V.P.B.A. is leading to the establishment of a number of records in this part of the country and to the development of boats and drivers that can hold their own in the fastest company.

The first event of the day in the September regatta was for Class B Division II and consisted of two 2½ mile heats. It is a pity that this class has attracted so little attention in California up to the present. There were but four starters in the event, which of course rendered the establishment of an American Record impossible, and the competition was anything but keen among these four, as the boats had not run more than a few yards in the first heat when it was evident that John Adams' Aggravator was miles faster than the others. Aggravator is a home made affair and something of an experiment in the bargain, being a single step sled with the characteristic concave scow forward sections common to all boats of the sled type, but with a step of the conventional type about amid-ships and flat V sections aft. She also has water tight sponsons along her sides which seem to add very materially to her stability on the turns and of course give her great buoyancy in case of an upset. She

is driven by a Lockwood motor. The water was far from smooth when the little class B boats were sent out and fast times were not expected. Aggravator, however, seemed to find the rough water very much to her liking and finished the first heat at 25.73 miles an hour. Under similarly choppy conditions on the course she ran the second heat at 26.82. The order of finish of the other contestants in both heats was Mrs. Cute Craft, Cute Craft, and Gold Star.

The next event on the program was the first of two five mile heats for Class C, Division II. The water looked pretty rough however, and after a trip around the course in a fast runabout the committee postponed further outboard racing until after the ten mile express cruiser race scheduled for 1:45 P. M. It had been hoped that Joe Fellows would be able to bring his Fellowship down from San Pedro to give Commodore Dick Robinson some real competition for the powerful Agilis, but only three boats faced the starter. These were Agilis, a triple screw express cruiser with engines totaling somewhere between 1,000 and 1,200 in horse power, Victoria J. a big twin screw cruiser with hundred horse power Kermaths, and Frank Benham's Cariso. It was very naturally nothing more than an exhibition run for the Commodore, but Agilis runs so beautifully that there was no lack of interest during the 17 minutes, 26.7 seconds it took her to negotiate the ten statute miles. Her speed was 34.39 miles



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Sir Thomas Lipton, peer of yachting sportsmen and donor of the magnificent \$5000 perpetual trophy for outboard motor racing.

WINS \$5000

THOMAS LIPTON Grand Free-for-All Trophy, Philadelphia Regatta, August 25, 1928

SAME Evinrude-powered "Impish II", driven by Charles Allen, Lake Hopatcong, N. J., also won Class C and Class D Free-for-All Races, in competition with motors unlimited in cylinders or horsepower. Write for Evinrude Year Book.

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16 H. P., 85 lbs., 6 to 40
M. P. H.

Fastwin

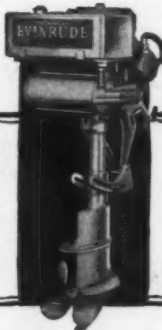
12 H. P., 69 lbs., 5 to 30
M. P. H.

Fleetwin

6 H. P., 55 lbs., 4 to 25
M. P. H.

Sportwin

2½ H. P., 44 lbs., 3 to 13
M. P. H.



Detroit, Sept. 4 — Evinrudes won all Class C, two Class C Free-for-All Races and first and second in Class C.

Cleveland, Sept. 9 — Evinrudes won 1st, 2nd, 3rd, 4th, 5th and 6th in 86 mile Lake Erie Marathon, Port Clinton to Cleveland.

Marietta, Ohio, Aug. 24 — Evinrude broke Ohio state record with 33 M. P. H. in terribly rough water.

Oakland, Cal., Sept. 3 — Evinrude 1st, 2nd, 3rd, 4th, 5th and 6th in 50 mile race, also 1st in 5 mile Free-for-All.

Minneapolis, Minn., Sept. 3 — Evinrudes clean up Lake Minnetonka Northwest Championship Labor Day Races with all places in Class C and Free-for-All.

Montreal, Quebec, Sept. 3 — Evinrude won Free-for-All, Class C and Class C Free-

for-All, annexing Standard Oil Trophy.

Augusta, Ga., Sept. 3 — Evinrudes win first and second in Class C and Free-for-All.

Newport, R. I., Aug. 17-18 — Evinrudes win all places in Class C Free-for-All and Class D Free-for-All.

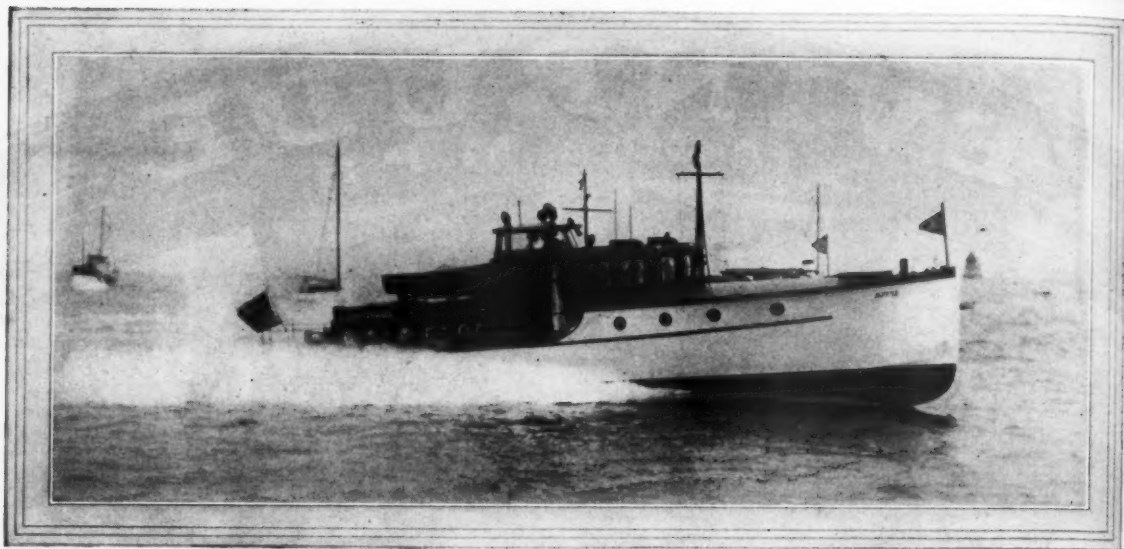
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64 King Street, W., Toronto, Ont., Can.

Mention OUTBOARD MOTOR BOATING, 57th St. at Eighth Ave., New York



Agilis, Commodore Dick Robinson's 1200-h.p. express cruiser, walked away with the trophy for craft of this class, but did not equal the time of the fastest of the outboards

an hour, a remarkably fine performance considering the short radius turns of the course. It was quite obvious that she lost much time on these turns and the speed made therefore fell far short of her capabilities on the measured mile. The other cruisers failed to finish as Victoria J experienced motor trouble on the second lap, and Carriso pulled off the course after Agilis had finished in order to let the committee go ahead with the outboard program.

It was still a bit rough when the committee called out the Class C boats for the first of their two five mile heats in division II. Only four boats responded. Ralph LaCoe's Mimi, the hope of the San Diego contingent, led by nearly twenty seconds at the end of the first lap, but developed motor trouble on the second. Gold Star won the heat, the order of the other finishers being Silver Star II, Dutch Maid, and Mimi.

By the time that things were ready for the second heat the water was much smoother and a field of six fast boats faced the starter. Bonnie Lass made a runaway of the heat at 35.60 miles an hour, but by getting third place Gold Star won the Benson Lumber Co. Trophy on points.

Seven boats came out when the preparatory gun for the 10 mile race for Class C Division II was fired. Bonnie Lass at once assumed the lead with a pace well over thirty five miles an hour and gave a most beautifully consistent performance for the entire ten miles, her times for the four laps being 4:11.1, 4:11.5, 4:11.0 and 4:11.1. Her speed for the ten miles was 35.83 miles an hour, just a little more than a mile an hour more than the speed of the triple screw 1,200 hp. Agilis. The conservative yachtsman may sniff at the outboards, and re-

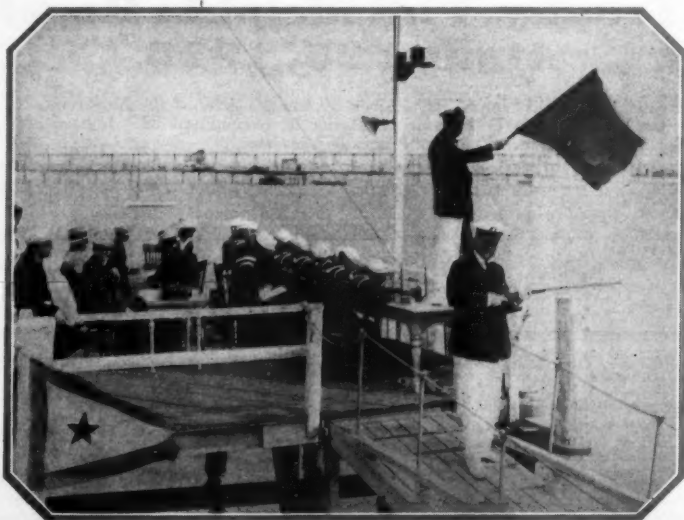
tired admirals may declare them the lowest extant form of marine life, but they certainly can go!

No races had been scheduled for any of the motors larger than class C; but when it developed that a couple of Elto Quads, one of them of the Hi-speed type, were available; the committee added a single five mile race for Class D, Division II to the program. There were five starters. Bonnie Lass went over the line with a rush but something went wrong with her motor before we could get much idea of the relative speeds of this wonderful little class C boat and Miss Elto with her four cylinder motor. The latter boat won the race at a speed of 35.99 miles an hour.

The presentation of trophies at the Yacht Club closed the day's events. The committee in charge consisted of William Darby, Frank Benham and Sam Cobean—Judges; Ray Anderson—Starter; Sam Fitch—Measurer; and the writer as Committee Chairman and Chief Timer. As at other San Diego regattas timing was done with an electric chronograph with four watches

to act as a check and to fall back upon in case of failure of the recording instrument. A squad of nine men from the Naval Training Station assisted with the details of the timing and scoring, while C. A. Martin, C. E. Smith and C. Creamer gave their customary invaluable aid in the operation of the chronograph and the computation of results.

The Yachtsmen at San Diego are a most energetic lot. They hardly conclude one regatta before they are hard at work on the next. For December they are again planning on a big series of races which are to be combined with an outdoor motor boat show during the same week.



The committee stand at San Diego with blue jackets from the naval training station scoring and timing



NOW—For the First Time—the Long-Predicted 40-Mile Record Reached—Passed—Smashed!

SIX times—judges tense, timing devices clicking—six times Eldon Travis tore over the electrically timed, government surveyed course at the Peoria Mid-West Championship regatta. Six times, at an average of 41.748 miles per hour! An epochal event in outboard racing! For nearly a year every effort of foremost drivers with fastest motors, had been tuned to reach the prophesied 40 miles. A Quad captured this goal, sped far past it.

No miracle of single achievement this, for another day over the same course, another Quad driver, Harrington, roared through his trials for an average of 40.453 miles per hour!

Consistent! In one fiercely contested regatta after another Quads have swept the field in every important event in which they were eligible—only Quads offering real competition for Quads—setting an amazing succession of new records—and at all times performing with a tireless reliability and good temper that has been the marvel of spectators. For real racing—get a Quad! Complete literature on request. ELTO OUTBOARD MOTOR CO., Ole Evinrude, President, Mason St., Dept. F, Milwaukee.

The Super Elto *Hi-Speed* Quad

Mention OUTBOARD MOTOR BOATING 57th St. at Eighth Ave., New York



The 14-foot boat which was driven across the North Sea by Captain Bordewich and powered with an Elto Quad engine

First Outboard Crosses the North Sea

*English Sportsman and Companion Cross from Harwich to Ostend
in a Fourteen-Foot Outboard Driven by an Elto Quad Engine*

By CAPTAIN P. RONESS BORDEWICH

SOMETIME ago I decided that outboard racing was too nerve racking and made up my mind that long distance work was far more interesting. Being located on the east coast of England, I selected Harwich as a jumping off place with Ostend as my objective after the first crossing of the North Sea. My companion was a canny Scot, Peter Lennox by name, and until recently a stranger to outboards. His conversational efforts are confined to, Fine and Aye. He was my mechanic, Bo'sun, and second in command all rolled into one.

The boat I chose was a standard 14-ft. Aeromarine, Stormcock Hull and the power unit an Elto Quad. I have yet to find a more suitable combination of boat and engine. As a result of my experiences I take my hat off to the builders of this engine. The Elto stood up to solid drenching—not merely splashes of spray, but solid water, and then petered out only because the fuel mixture of 40% gasoline and 60% water which was then in the tank broke her heart. I have been on the North Sea when it was like a mill pond and also in big steamers when it has been hellish. The day we crossed was rather an off day and we were in an open boat. Had it not been for the water proof and battery coil ignition system we should have been rowing still, as I feel confident that no form of ignition would have survived.

Trials before the start showed that we were able to do almost 26 m.p.h. with the boat fully loaded and equipped for the run. Much equipment was taken and among this was a Reliance Tachometer by which we were able to keep track of the revolutions. A specially made marine type clock and barometer supplied by Short and Mason and also a compass with a large card which was so arranged in its wooden container that it was prevented by elastic bands from swinging too violently. A rubber sponge was also glued to the under side of the box and underneath a separate base board. These measures protected the compass from injury although the salt water, glue, and rubber sponge did effervesce a bit. Such other accessories as charts, electric hand flashes, oilers, tools, etc. were stowed in handy places about the boat.

The main fuel tank held 18 gallons and an autopulse as well as a pressure pump were supplied to feed the fuel to the engine.

The day selected, September 12th, word was received that weather and sea conditions were expected to be favorable and at ten A. M. the trip was begun with a crew of two in the boat alone and unescorted. Things went swimmingly for four or five hours when, thinking to try the pressure feed, the autopulse was turned off and the hand

(Continued on page 160)

WESTERN UNION

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NOV 29 COLLECT DL-CHICAGO TEL. AUG 201009 &

MULLINS MFG CORP-

SALEM OHIO-

LAST SPARTAN THE FAMOUS MULLINS SEAHAWK POWERED WITH AN EVINRUDE SPEEDSTER AND DRIVEN BY JACK BERRONNET WINS FIRST IN DISPLACEMENT CLASS AND THIRD IN FREE FOR ALL AT THE EDGEWATER ATHLETIC CLUB REGATTA SUNDAY IN VERY CHOPPY SEA-

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MULLINS MFG CORP SALEM OHIO-

MARY ALBERT RICHARDSON DROVE HER MULLINS SEAHAWK TO VICTORY TODAY IN THE FREE FOR ALL DISPLACEMENT BOAT RACE IN THE MADISON TWO DAY REGATTA USING AN EVINRUDE SPEEDSTER-

H E RICHARDSON

7058 AUG 6..

Braving Arctic Perils and winning races too

MULLINS boats are built for ordinary use by ordinary people. To carry the whole family, the lunch basket and whatever else you wish. To withstand rough handling, heavy seas, even neglect. To keep the kids safe. To take things as they come, not for a season, but *year in and year out.*

But this same boat that rescued the Rockford fliers in the Arctic has distinguished itself again and again this year in competition with boats whose sole object is speed.

A fifteen year old girl brought in her Mullins Sea Hawk 28 minutes ahead of the field in the 100 mile Outboard Marathon from Milwaukee to Chicago, the toughest race of the year.

The same girl repeated her victory at the Madison, Wis. regatta in August.

Again in August at the Edgewater A C Regatta at Evanston, Mullins won first place in the displacement class and third in the free-for-all.

All of which goes to show that after all, a boat can be sturdy, safe, commodious and still provide the tingling thrill of speed.

In addition to amazing strength and long life, Mullins boats are built with safety air chambers and the special corrugated bottom, which in effect is a series of longitudinal steps that are "air runners" at high speed, and act as guides or cleats in making sharp turns without side-slip and holding true on the course.

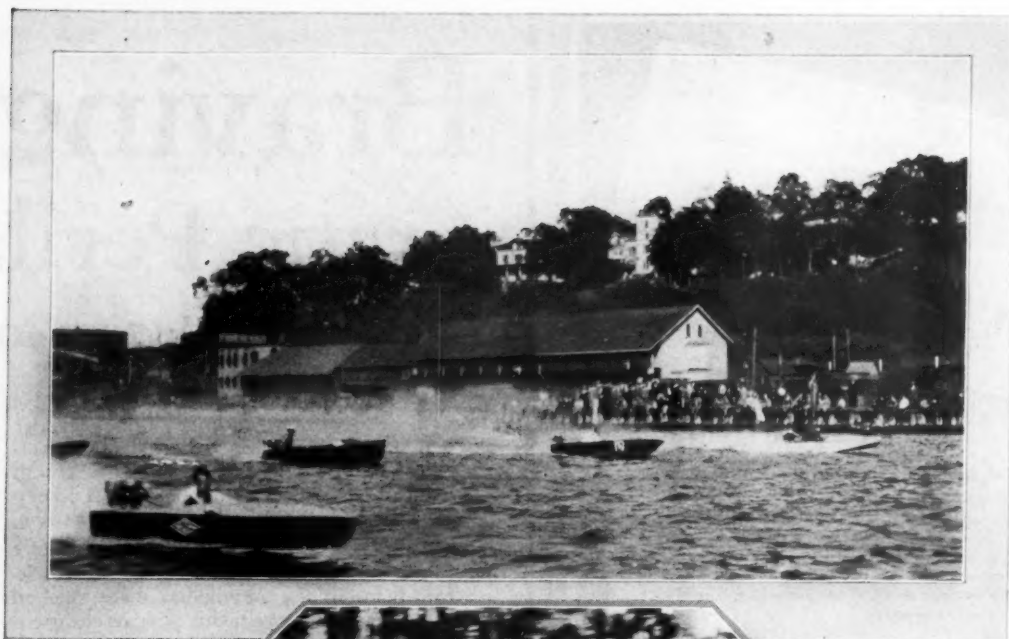
There is so much more you will be interested in knowing about Mullins boats, why not have us send our handsome four color "Book of Boats" that shows you all the fifteen models—with the prices that only mass production could make possible.

MULLINS

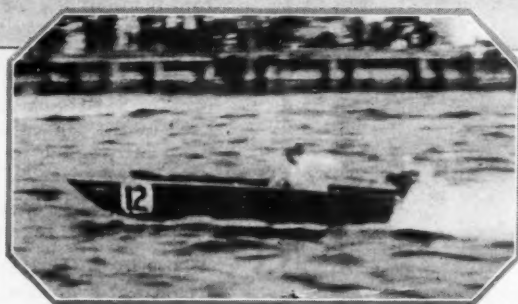
MANUFACTURING CORPORATION

279 Depot St.

Salem, Ohio



Twelve boats started in the 35-mile Class C event



Bozo, owned by Arthur Gebrath, winner of Class C

Outboards Race at Norwich

By JAMES E. MURPHY

A 35-MILE outboard race was held on the Thames river on September 22 under the auspices of the Duwell Athletic club of Norwich in which twelve boats were entered representing Norwich, New London, Groton, Hartford and New Haven.

The starting line was off the Norwich waterfront, traversing the waters which have witnessed many a Yale-Harvard regatta with the turning point at Southwest Ledge light in New London harbor and the finish at Norwich.

A large number of spectators gathered on both sides of the river to witness the race which was the second of its kind to be held on the river, but despite smiling skies a brisk sou'wester lashed the waters of the turning point to such an extent that all the boats found the going lumpy and four were forced out of the contest.

In class B Arthur Rettberg of Hartford, driving a Spencer Special, negotiated the distance in 1 hour and 36 minutes. He reported the water the roughest of the many

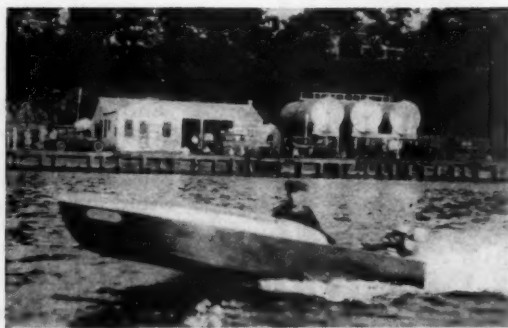
racers he has been in during the summer and consequently did not drive his boat to the limit. He didn't have to, for the second and third boats developed engine trouble on the return leg and came in many minutes after the winner. Second and third places were taken by William Mitchell and Joseph French of Norwich.

Class C got away to a beautiful start and the first leg promised an interesting finish, but as in the class B race, the waters of

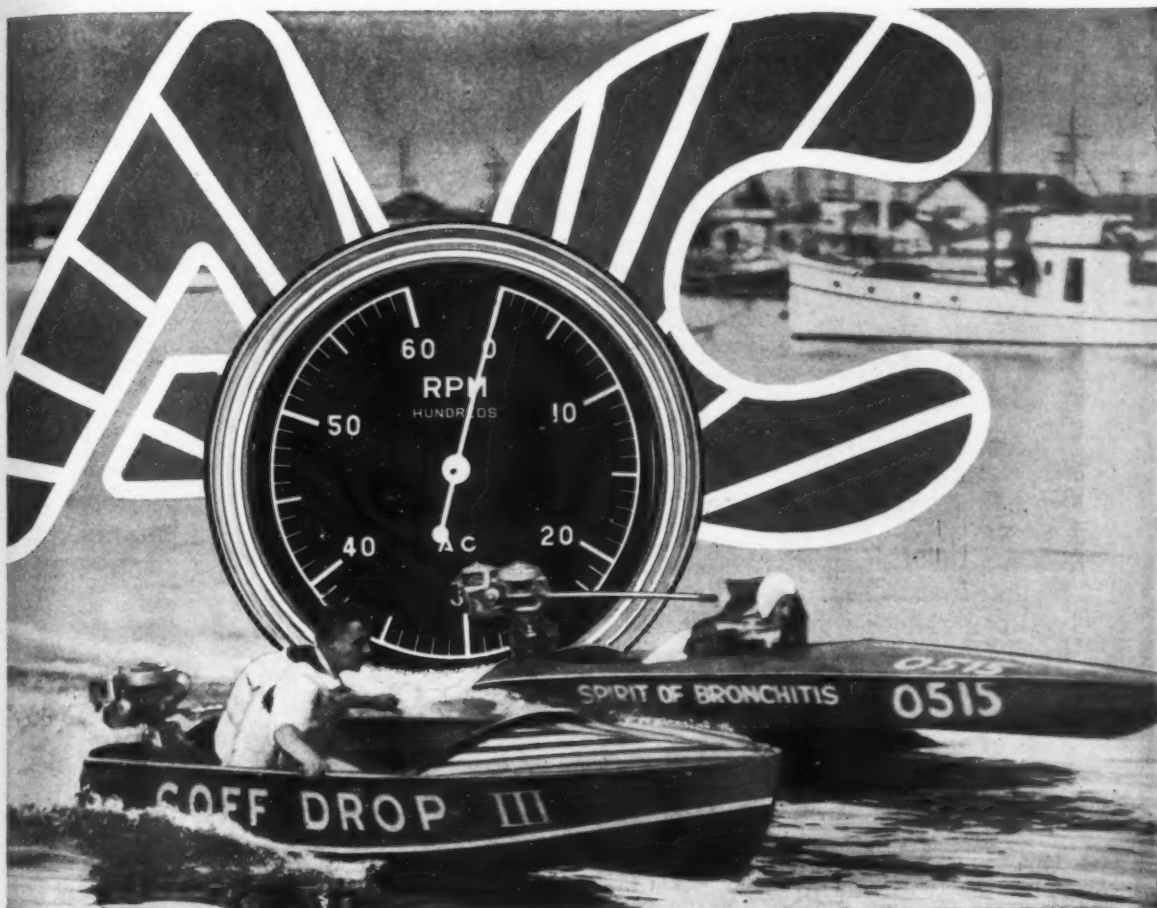
New London harbor proved a Nemesis with the result that Arthur Gebrath in his 13-foot Sea Sled Bozo had no trouble in capturing first place in 1 hour 25 minutes and 30 seconds. Blue Streak, driven by Carl Hanover of Groton was second in 1 hour 29 minutes and 15 seconds, while Milton Green of Norwich was 5 minutes astern of the Hanover boat.

The officials of the race were: referee, James Griswold of Hartford; timers, Archie Spalding, and Frank Green of Norwich.

Great interest has been aroused among outboard owners in this section and further races will be held.



Spencer Special, winner of Class B, owned by Arthur Rettberg



AC Tachometers for Outboard Engines

Reveal the Slightest Decline in Engine Efficiency

Installation of AC Tachometer



1. Mounting bracket. 2. AC Tachometer. 3. Flexible shaft. 4. Clips (four furnished). 5. Flywheel drive. Price of AC TACHOMETER complete with accessories \$30.00

IS YOUR fuel mixture right? Is the carburetor adjusted correctly? Are the spark plugs functioning properly? These and any one of a number of other hidden causes may result in the losing of a race. The new outboard AC Tachometer gives definite and accurate information on the actual performance of outboard motors. It records the slightest decline in efficiency and indicates any falling off in power at various throttle openings.

AC Tachometers are available for Caille, Elto, Evinrude, Johnson and Lockwood outboard motors. Each AC Tachometer

is sold with the following parts: Mounting Bracket for attaching tachometer on cowl, side or end of deck. Adjustable clamp to hold tachometer firmly in position in either mounting bracket, wood or metal dash. Flywheel drive which may be attached or detached while engine is running. Twelve feet of flexible shaft. Clips for holding flexible shaft firmly. Sufficient screws for installation of all fittings.

The Tachometer has a range of 0 to 6000 R.P.M., clockwise with black dial and white figures. When ordering be sure to state make and model of engine.

Write today for descriptive bulletin and give us the name of your nearest dealer

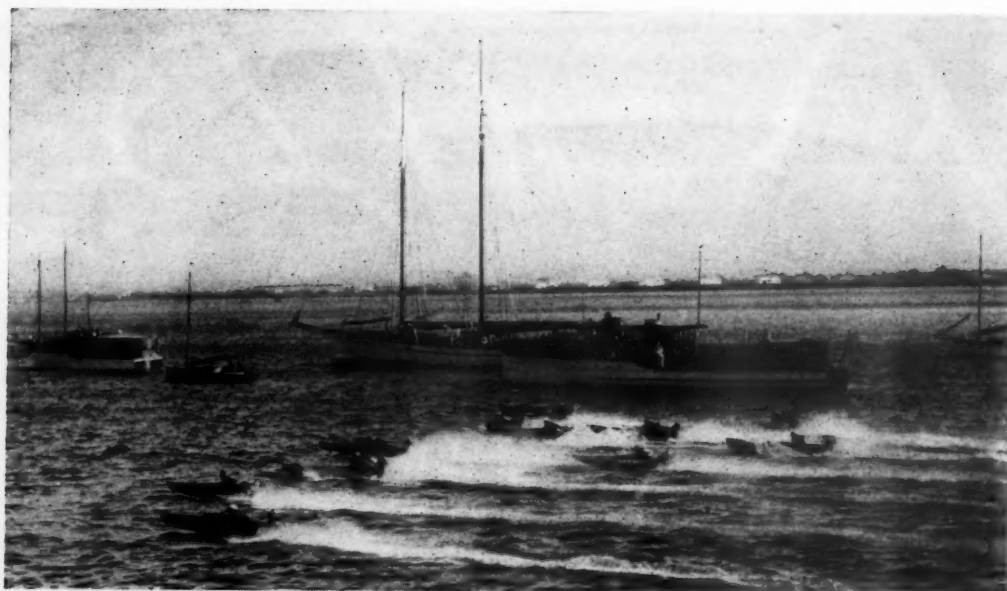
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AC SPARK PLUGS
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Mention OUTBOARD MOTOR BOATING, 57th St. at Eighth Ave., New York



Outboard racing on the San Diego course

San Diego Prepares for Big Regatta

THE December motor boat regatta of the San Diego Power Boat Association and the San Diego Yacht Club has for the past two years been one of the outstanding events of the racing season. In both nineteen twenty six and nineteen twenty seven the fastest times of the season in the popular 151 class have been made at the San Diego event and the much coveted Elgin Trophy, emblematic of supremacy in this class has in consequence been awarded to racers on account of their performance on the San Diego course.

The committee in charge of the nineteen twenty eight regatta has decided to again feature the 151 class but to considerably broaden the scope of the meet by providing events for the 510 class hydroplanes, all the regular classes of outboards, an event for express cruisers, and a number of races for stock boats of various descriptions. To be sure, there were events for outboards at both the previous meets, but this year the popular little fellows will occupy a much more important place on the program. It is rumored, by the way, that the outboard motor is to invade the 151 class at San Diego, and judging from recent performances of outboard racers on the San Diego course it seems safe to predict that a properly designed hull with a couple of the larger motors should prove a most dangerous contender.

A motor boat show will again be held at San Diego the week preceding the regatta. The combination of regatta and show gives the manufacturer and dealer an almost unique opportunity

to exhibit his product under favorable circumstances on the show room floor, demonstrate to prospective purchasers on the bay, and finally to put his boats and motors to the acid test of competition in a big race meet. It is anticipated that such an opportunity will insure a large number of exhibitors at the show and a large entry list for all races for stock runabouts, outboards, and cruisers. If manufacturers show enough interest a special race for utility outboards of a seaworthy type will be held around the Coronado Islands. The course for express cruisers will beyond doubt be around these islands, which will mean that contestants will have a chance to show what they can do both in the quiet water of the bay and also in the unprotected Pacific.

To make final arrangements for the show and regatta, D. W. Campbell, the local manager of both events, left for the East by airplane. His trip will include a swing around all the important centers of the boat and engine industry in the central and eastern part of the country, and the committee feels certain that D.W. will return with a big entry list for all events of the regatta.



Commodore Dick Robinson, of the San Diego Yacht Club, and D. W. Campbell, manager

Hall-Scott Trophy

and 5 New American Records

Won in ONE Day by

LOCKWOOD



ON October 5th at the National Championship Races at Wilmington, North Carolina, Lockwood Motors not only won the National Contest for the Hall-Scott Trophy, but also accomplished the remarkable feat of setting 5 New American Records in One Day. Think of it!



Took first and second in the Hall-Scott Trophy Race.

—Also first and second in Free-for-all Class B Race.



Took first, second and third in the Class A Race.



Not only did Lockwood sweep the field in this spectacular manner, but in doing so—

Set 5 New American Records Under Official Conditions

That's something to think about—whether you are one of the thousands interested in owning an Outboard capable of the utmost performance, or whether you are a dealer looking for the outboard sales agency that will bring home the "Sales Bacon" in 1929.

In either case, write us.

Lockwood Motor Co.
81 S. Jackson St. Jackson, Mich.

Dealers and Distributors Almost Everywhere.



BUMBLE BEE, a Herbst Special powered by Lockwood and driven by the Picard brothers, won the Hall-Scott Trophy at Wilmington, N. C., races and also set up five records during the regatta: Class A, 4-mile Amateur, 1st heat, 34.57 m.p.h.; Class A, 4-mile Amateur, 2nd heat, 35 m.p.h.; Class B, 4-mile Amateur, 2nd heat, 32.18 m.p.h.; Class B, 4-mile Amateur, 3rd heat, 33.38 m.p.h.; Class B, 4-mile Free-for-All, 2nd heat, 33.57 m.p.h.

THE RECORD STILL MOUNTS!

HOOTON BOATS **172** FIRSTS IN
HAVE WON 1928 RACING

NOW, as at first, Hooton Safety-Planes are setting the pace for the World's Fastest Competition. They will retain their lead in 1929. New motors and new speeds have no terrors for these sturdy hulls, for they are RIGHT to begin with. They are copied, but not equalled.

And the new "WILDCAT," an 11½ ft. Safety-Plane for Class B, C and D racing, will meet the demand for a lighter and lower priced three-passenger stepper.

But get this,—RACING is NOT the whole story. A new Hooton model, the "VEE-PLANE," of outstanding seaworthiness, is soon to be offered as THE EASIEST RIDING and SAFEST family speeder ever built.

Dealers: Now is the time to
get set for 1929. RIGHT NOW!



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REG. U.S. PAT. OFF.
Sturdy Twin

*The Ideal Combination of Speed,
Dependability and Light Weight*

Write for folder describing this new Sturdy Twin—The latest thing in superior outboard motor design.

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BUILDERS OF HIGH GRADE MARINE MOTORS FOR OVER A
QUARTER OF A CENTURY

104 Suffield Street, Hartford, Connecticut
Branch at 117 Commercial Street, Portland, Maine

ACME Winners!

RACING RECORDS

ACME RECORDS

- 1st—Class C, Huntington, W. Va., July 4th
- 1st—Free-for-All, Huntington, W. Va., July 4th
- 36.2 M.P.H. Class C Speed Trials, Pettus Lake, Mich.
- 1st—Class C, Lake James, Ind., July 28th
- 2nd—Free-for-All, Lake James, Ind., July 28th
- 2nd and 3rd—Class B, Cincinnati, Ohio, August 4th
- 2nd—36-mile Marathon, Lake James, Ind., August 26th
- 2nd—Class C, Defiance, Ohio, Maumee
- 2nd—Free-for-All, Defiance, Ohio, Maumee

Show us another Outboard capable of as
high an average over a series of races.

WRITE FOR LITERATURE

ACME BOAT CO., 1112 Gay St., Miamisburg, Ohio



41:748 Miles per Hour Now Fastest Outboard Time

(Continued from page 14)

advertently cut inside buoy and a checker counted him out, thus giving the win to Ray Preganzer whose time for the distance was 31:21.8 for an average of 36:261 miles per hour. This exceeds the fastest time ever made for 25 miles in competition.

An interesting sidelight during the race was the re-fueling of Frey's motor from another craft while traveling at full speed.

In the free-for-all at five miles, Bill Frey won in straight heats over a splendid field. This event attracted nineteen starters. Frey turned the first heat in a speed average of 36.90 m. p. h. Ray Preganzer, finished second, 36.54 m. p. h., and Ralph Harrington third, 36.014 m. p. h. All drivers using Century Cyclones powered with H-Speed Quads.

The special Elto Quad event at 5 miles brought out a determined field bent on setting a new speed mark in competition for the \$1,000 and \$500 cash purses offered by the Elto Company for the season's best record in Quad competition.

The event was won by Ralph Harrington in his Quad-powered Century at a speed of 36.392 m. p. h. He was closely pressed by Eldon Travis in his Boyd-Martin Bullet with 36.319 m. p. h. In this event Travis made the fastest lap of the regatta when he rounded the second circuit in 4.004, equivalent to a speed average of 37.437 m. p. h.

The 5-mile 151 Hydro Class brought out five starters, four outboards and one 151 hydroplane. This event was won by Bill Frey's Quad-powered Uniplex with an average of 36.870 m. p. h., followed closely by the two other Quad entries, Harrington's Cyclone and Preganzer's Oh My Century.



Bill Higgins, driving his Bullet with an Elto Quad, did better than 37 miles

Fine Racing at Norfolk

SOMETIME ago there was a four-day civic carnival at Norfolk. Two of these days were taken up with a regatta held by the Norfolk Yacht and Country Club—and it is probably pretty safe to say that those two days were the big features of the celebration. The weather was excellent—the course was fast, and a good time was had by all, as the story books say. Under the able supervision of John Hughes Curtis, general chairman of the regatta committee and his brother George, and the rest of the committee the event ran off smoothly and on time.

The races were held on the two and one-half mile course surveyed by the Army Engineers on the Eastern Branch of the Elizabeth River. The events were distributed over Saturday and Sunday, September 15 and 16.

After the mile trials which attracted only two boats and was won by a Herbst boat and an Elto Quad engine, there came the Class A outboard Free-For-All. One heat only. St. Louis Baby owned by J. T. Millikins walked away with this event with a time of 9:38 for the 2½ miles. Then there was a display of 151 hydroplanes. Incidentally there was quite a flock of these boats at the Norfolk Races. There were ten starters in the first heat. Thunderbolt owned and handled by Carroll M. Hall of Buffalo just barely beat R. C. Sheldon's Little One over the line. Commodore Hammond's Miss Westchester, II. and O. Schnering's Baby Ruth were both entered in this battle but they could do no better than fifth and sixth respectively.

After this followed the Amateur Race for Class B outboards. The first heat was won by H. Hagen, Jr. in Baby Norfolk with a time of 5:14. Second and third places were taken by the rather unusual names Miss Creosote and Pumpkin Seed.

When the Pumpkin Seeds and Babys This and That had been cleaned off the course, the Coast Guard crews were called in for a little whale boat demonstration. This consisted of capsizing two of the boats and righting them again. It was an interesting drill and it was smartly done. There was a special race for these boats later in the day.

(Continued on page 156)

Prices Reduced

23% to 33 $\frac{1}{3}$ %

LACONIA

SpeedSter



SportSter



A 12'4" double cockpit
mahogany hydroplane

New Price \$199

—formerly \$300



A sixteen-foot double cockpit
mahogany runabout

New Price \$369

—formerly \$475

The Year's Best Values

AT these new low prices, more than \$100 less than the old prices, Laconia Runabouts are without question the year's greatest boat values. These reductions are made possible by the increasing demands for Laconia SportSters and SpeedSters and by the great purchasing power and manufacturing facilities of the Laconia organization.

The same high standard of quality and the same completeness of equipment that won for Laconia Runabouts a leading position in the field in less than a year have been maintained. Laconia boats are sold fully equipped with deck hardware, running lights, upholstery, etc., and with all necessary equipment prescribed by law. There's nothing else to buy but the motor. Prices quoted include crating.

In territories where there are regularly established Laconia dealers you can purchase a Laconia Runabout on the deferred payment plan.

DEALERS' OPPORTUNITY

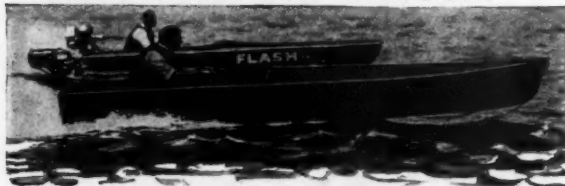
There are still a few territories open for responsible dealers who are quick to recognize the advantages of representing the finest line of outboard craft ever conceived. Boats built to meet the most exacting demands of the industry and backed by an organization with unlimited resources. Now is the time to apply for the Laconia franchise in your territory. Write or wire today for particulars.

LACONIA CAR COMPANY

LACONIA, NEW HAMPSHIRE

Mention OUTBOARD MOTOR BOATING 57th St. at Eighth Ave., New York

"Look at that Ludington boat ride the waves!"



Courtesy of J. Walter Collings

THIS is a regular expression wherever the Ludington Hydro goes out, especially in water that is rough, such as at Santa Barbara, California, where the Ludington Hydro recently captured the 2½ and 5 mile events in the time of 4:42 4-5 and 9:21 respectively. Also at Torresdale, Pa., when it finished almost a lap ahead of the nearest competing boat.

—And the Ludington Hydro not only "rides them when they are rough" but it stands the buffeting and hammering indefinitely. This is because the Ludington Hydro is made of tough three-ply Veneer, over aircraft spruce frames, regular airplane construction.

Let us send a folder on the Ludington Hydro and if you wish details of our confidential deferred payment plan—you can have your boat paid for when the season opens up in the Spring. The Ludington Hydro is 14' long, 49" beam. Price, \$225, F.O.B., Easton, Pa.

Easy to buy on our confidential deferred payment backed by Commercial Credit Companies

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ZIPABOUT

If you want a real fast boat, of fine appearance, to play around in, and also to race, you want this all mahogany beauty.

Length
10 ft. 6 inches
Beam 48 inches
Brass and Copper
Fittings
Designed by
R. T. Dobson

WINNER—Class B, July 4, Westerly, R. I., Regatta.
WINNER—Class C, Free-for-all, July 15, N.E.O.M.B.A. Regatta, Providence, R. I.
WINNER—Grand Free-for-all, July 23, R.I.O.M.A. Regatta, W. Barrington, R. I.
WINNER—Class C, July 29, R.I.O.M.A. Regatta, Arnold's Neck.
WINNER—Grand Free-for-all, July 29, R.I.O.M.A. Regatta, Arnold's Neck.
WINNER—Class B Free-for-all, Sept. 2, R.I.O.M.A. Regatta, Ocean Grove.

B-D BOAT CO., 31 No. 7th Street, Fall River, Mass.

Fine Racing at Norfolk

(Continued from page 154)

Finally the first heat of the Class C Amateur for outboards came along and brought out a field of sixteen starters. This was won by Delco Light, powered with an Evinrude. Second place was taken by Tom Davis and third place went to Meadows Flyer.

By this time the committee decided that they had had enough of outboards for a while and the second heat of the 151's was run off. Little One cleaned up on this and finished in 6:25. Baby Ruth was six seconds behind her and third place went to Miss Portsmouth.

The Class D Free-For-All came next and Delco Light won the honors in a close finish. There were sixteen starters. Second place was taken by Muriel, a Curtis boat with an Evinrude motor. Class C Free-For-All followed immediately after this event, first place being taken by St. Louis Baby and second and third by Muriel and Curtis DeLuxe.

Then the Class B Free-For-All event was run off. Julius Herbst easily placed first, leading the field by a considerable distance. His boat was W-4 and was powered with a Lockwood Motor. He covered the course in 4:58. Second place was taken by Baby Norfolk and Helen Hentschel with Miss R.C. was third. The final event on Saturday was the 725 and 151 hydroplane Free-For-All. There was only one 725 boat, Betty, but she did not enter so the 151's were the only contestants. There were four starters and Reed in Baby Ruth won the race with a speed of a little over 43 m.p.h. Miss Norfolk was second and Miss Westchester II was third.

The events on Sunday started at 12:30 with the second heat of the Class B Amateur. Miss Creosote took the crown in this event with a time of 5:48. Pie Plate came in second and third went to the Curtis-built Pumpkin Seed. A Herbst boat, Southern P Nut, pulled in a fourth. As far as names go this season to have been a race for freaks. Next came the second heat of Class D. It was a good race and competition was intense. It was won by St. Louis Baby.

And, then the 151's warmed up for their third heat. When they were finally sent away, Little One went into the lead just a few jumps ahead of Baby Ruth. They were real jump too—in fact some of the boats in this event hardly touched the water at all on the whole course. Little One came through first followed by Baby Ruth and Thunderbolt.

The second heat of the Class B Free-For-All for outboards was won by Julius Herbst who also won the first heat. Baby Norfolk was second and the Lockwood powered Miss R.C. was third. The winner's time was 4:55. Next was the second heat of the Class C Amateur and Delco Light won again. Miss Westover, a Pigeon boat piloted by Capt. Snadecki was second while third place was taken by a Curtis boat Miss A. C. L.

Long about this time a race for runabouts was supposed to be held but as none appeared another whaleboat pulling race was tagged. This was an interesting event but it seemed pretty slow after the outboard battles. Shortly after this the final event for the 151's was started. It was won again by Little One. Baby Ruth was second and Buckeye Baby third.

Then came the Free-For-All race for the Curtis Challenge Trophy open to Class C outboards which was specified to be run over a five mile course. The second heat of the Class C development race was run in connection with this, the time for it being taken after the first lap. Muriel won both of these events and the second place in both was taken by Helen Hentschel in Miss R.C. 2.

In the Free-For-All for 151's Little One took the heat with a time of 6:34. Baby Ruth was second with 6:38 and Betty came in this time for a third with 7:05.

RUBBER BOATS WIN

The fall regatta at Wilmington, North Carolina, resulted in a remarkable series of successes for Herbst boats which are built locally and which are being fitted with rubber aero board bottoms. Bumble Bee, the smallest one of these Herbst boats was driven in a Class A event by Gilbert Pickard with a Lockwood engine and set up a new record of 25.00 m. p. h., over a four-mile course. The same boat, driven by Eugene Pickard in the Class B event, also with a Lockwood engine, was successful in winning the Class B championship, represented by the Hall-Scott Trophy. Then to show his ability, he took the same outfit and won the Class B free-for-all event and set up a new record of 33.57 m. p. h. for the four miles.

During the next day's racing Eugene Pickard, driving a different Herbst boat, this one called Rubber Bottom, and with a Johnson engine, won the Class C championship and an A. C. F. Trophy, setting up a further record of 35.55 m. p. h. He also succeeded in winning the Class C amateur and the Class C free-for-all event with the same boat and engine.

A NEW HIGH POWERED HIGH SPEED FOUR-CYCLE Outboard Motor



Front or
Inboard View

FIVE CYLINDER RADIAL TYPE

*Embodying the latest and most advanced
ideas in motor construction, and featur-
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BALL BEARING CRANK SHAFT
BALL BEARING CONNECTING
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FORCE FEED LUBRICATION and
PULLER PROPELLER

*as well as many other startling
innovations*

Write for Details

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3260 BELLEVUE AVE. DETROIT



MANUFACTURERS OF THE FAMOUS CROSS PRODUCTS



37.3 M. P. H. Fastest Official Time Ever Made in Outboard Competition

Bill Higgins of Racine, Wis., raced his Boyd-Martin BULLET at 37.3 m. p. h. to a new world competition record at Danville, Ill., Sept. 16th. Power was an Elto-Quad.

41.74 M. P. H. Fastest Official Time Ever Made by Any Outboard

Eldon Travis in a BULLET, Elto-Quad powered made the official speed of 41.74 m. p. h. in time trials at Peoria, Ill., Sept. 30th.

The above records substantiate the BULLET'S growing reputation as the fastest outboard racer built.

Write for details

BOYD-MARTIN BOAT CO.

1846 Lee Street

Delphi, Indiana

— BOYD MARTIN —

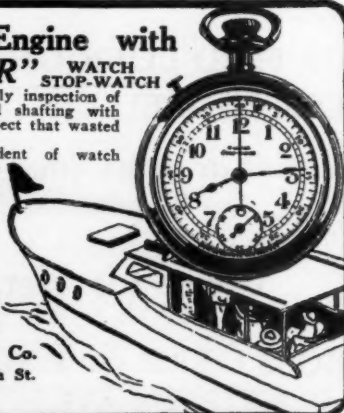
Check Your Engine with "THE PASTOR" WATCH

You should make a monthly inspection of your flywheels, gears and shafting with the aid of a "Pastor." Detect that wasted power! Stop attachment independent of watch movement. Keeps accurate time; shows seconds and fifths of seconds. Nickel finish case, unbreakable crystal.

\$9.95 Fully Guaranteed

No. 100 Yacht Timer \$15.00
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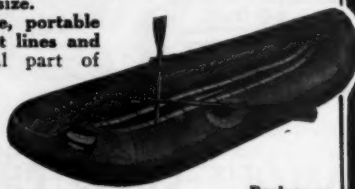
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BOAT BUILDER TAKES OVER OUTBOARD AGENCY

The Gas Engine & Boat Corporation, First Street near Front, Norfolk, Virginia, have purchased the Evinrude Factory branch, located at 126 West Bay Street, Jacksonville, Florida. They will act as Evinrude distributors, covering the territory of Virginia, North Carolina, South Carolina, Florida, parts of Georgia and Alabama.

The Gas Engine & Boat Corporation will maintain a complete stock of Evinrude motors, pumps, repair parts, accessories, etc. at Jacksonville for the convenience of Evinrude dealers. A complete service station will also be maintained there to take care of the over-hauling of motors. This means that customers will continue to enjoy the advantage of what is virtually an Evinrude branch although mail pertaining to the sale and service of Evinrude motors is to go to the Gas Engine & Boat Corporation at Norfolk.



Joseph Zubaty of Flint, Mich., chief engineer of the A. C. Spark Plug Company, has won many contests

AN OUTBOARD INSTRUCTION BOOK

The Evinrude Motor Co. of Milwaukee, Wis., has just issued a new instruction and list of parts booklet for their Fastwin model outboards, types H and HL. It should prove of great help to any owners possessing these motors or for that matter to any outboard motor owner. What it says is in the main applicable to any type of outboard motor.

As the booklet says in its foreword—there's a right way and a wrong way to do everything. This book tells the right way to get satisfactory service from your Evinrude motor. There is a slight charge for the book but we can safely say that anyone with a new motor which he does not know from end to end, and thoroughly at that, would do well to invest in a copy.



Miss Westover, a 3 Star Pigeon boat, driven by W. Snadicki at Norfolk, Va.

BUILDERS INCREASE PRODUCTION

The interest which has been shown in the Laconia series of outboard motor runabouts has definitely established a popularity and permanence of that type of boat. So great has been the demand that it has been necessary to take steps for a still greater production for future needs. The Laconia Car Company are able to devote to their boat division still more of their limitless facilities and resources. The new production now being started by this company can be said to be on a comparable basis to production in other fields. Since the Laconia Company first announced a manufacturing program of boats they have always stated that they will give the public the benefit of savings as production costs were decreased and this statement is now proven by the reduction in prices made possible by the increased output. The low price at which these boats are now available make it possible for any who so desire to take advantage of the sport without worry about the cost.

The Laconia Car Company has done a good deal to promote the prestige of the boat building industry through their conscientious endeavor to produce only a safe fast and well appearing boat. The exceptional manufacturing facilities have permitted the construction of large quantities of boats at the lowest possible price. By virtue of the larger and better distributing organization the demand for boats is continually increasing and distributors of other products are beginning to become interested in the boating field also.

A Sensation at the Detroit Regatta

New DACHEL-CARTER OUTBOARD BOATS



Combine Speed with Seaworthiness, Comfort, Roominess and Sturdy Strength

The first public appearance of this Dachel-Carter Outboard was nothing less than a triumph and a sensation. At the Detroit Regatta, September 1st, 2nd and 3rd, it proved itself the ablest boat of all the prominent outboard craft assembled there. Making the fastest time of the entire series, averaging 31.02 miles per hour over the six-mile course in rough water, it proved itself not only fast but extremely seaworthy. Won first in third heat of Class C Free-for-All and second in the series, powered with a stock Evinrude motor that had had less than ten hours previous running.

And remember, the Dachel-Carter Outboard is not a freak racing shell but a big, roomy, four-passenger runabout that is safe in rough water and sturdily built for general use. Here is a boat you can use for both racing and pleasure service and get the utmost satisfaction.

Length, 13'6"; beam, 4'. All mahogany framed and planked, brass and copper fastened, with unusually rigid construction. Comfortable for four passengers; equipped with life preserver cushions and upholstered seat backs.

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Oak frames and trim Copper and brass fastenings

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DON'T BUY A BOAT
until you have information
on the Cape Cod Line.



MUREKA
One of four special boats for outboard motors.

First Outboard Crosses North Sea

(Continued from page 148)

pump used. The tank had been hurriedly built by a local plumber and at slightly under two pounds pressure it opened out down a seam. For several hours the going had been rather rougher than was pleasant in a small boat and by the time we had finished cursing the tank we were getting it good and hard. The engine, boat and ourselves were continually doused and things did not look very cheerful.

By unshipping a bilge pump we transferred as much fuel as possible from the damaged tank to some empty tins and since the outlet of the pump was larger than the opening of the tins more fuel was lost than apparently got into the cans. It took two men to handle this, one to work the pump and the other to manipulate the can.

The engine tank was refilled from one of the tins and this again refilled from the tank. This process continued at regular intervals with the weather getting dirtier all the time. We had hoped to make the entire crossing in five to six hours and had not carried much in the way of provisions other than some sandwiches and chocolate. Peter had previously dropped a wrench on a bottle of lemonade, destroying it, and we were frightfully thirsty.

Toward evening things were no better and in a cross sea it was hard to keep Stormcock on her course. We were not making much headway simply plugging away as best we could. Our revs had dropped to about 2,200 but we kept going. The Quad resembled Charley's Aunt, still running with an occasional sputter and cough but functioning nobly.

We were now getting bigger ones over the engine and our revs dropped to 1,900 at about 6 p. m.

I had been watching out for the Belgian coast for some time but no signs appeared, so when we saw a fishing boat ahead, we wallowed up to her. Turning, to come round to leeward, the double-sheave to port pulled right out, bringing with it the big block of wood on which it was mounted. Now our wire steering cable was secured to the tiller-shackles by lashings, and while Peter grabbed our attenuated tiller, I fumbled for my knife. It took three slashes—the first to cut half way through the lashings, the second to cut half way through Peters finger, and the third to finally sever the lashings. Then we ran alongside in style. While Peter held on I hopped aboard complete with chart, and in wonderful Lingua Franca, learned that we were about 20 miles off the Belgian Coast, that we had kept to our course pretty well, and by continuing S. Ely, we should hit Ostend—what ho for the gay life?

At 6:30 we cast off, and continued. The fishermen had given us one choice bit of news—that the weather would probably turn out a bit worse. It did.

Our engine was now in a dreadful state—continually drenched but still sticking to it, plugging away. After about three-quarters of an hour, however, it gave signs of petering out. It did. Nothing would induce it to start again—it would start, give one or two little coughs, a spit, and would then rest. Still, after 65 miles of the open North Sea, running the major portion on the foulest mixture one could imagine, and also seeing that what fuel we had left was worse, I am confident that no other engine would have stuck it like that Quad. We had no engine cover—nothing but metal plug covers—and that engine had carried us nearly to our destination in the worst conditions I have known in a small boat. It was not outboard weather at all—I am still trying to get the Clerk of the Weather who gave me the weather conditions to come for a ride with us—but there we were.

By the time we had finished attending to our engine, it was dark, and we realized we should have to row home. We lit our little electric handlamp, took down the canvas dodger, and put the rowlocks into the sockets (the dodger frame fits into the rowlock sockets by the way)—seated side by side on our famous fuel tank (which runs fore and aft in the boat and is rectangular) we started rowing.

We had unshipped the steering wheel, and tried to draw the steering column—for some unknown reason, it would not be drawn—the result was that the wretched one pulling port oar, always barked his knuckles on the screwed top of the column, at every stroke. How we swore.

Lennox then picked up some lights, which by the Chart, were Blankenberg—we estimated them to be about 12 miles away, and made up our minds to pull for them. The tide rips are terrible in that part of the world, and all I could think of was a slogan entitled "Why row a boat because your grandfather did." From that time—I don't know exactly what time it was—till 2:30 p. m. on the 13th, we rowed.

The weather was still dirty, and at intervals one of us would

(Continued on page 162)

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FOR PERFORMANCE

Looking over the records of Cute Craft for the past season is the most convincing proof of its speed qualities and dependability—Cute Craft has greatly figured at most regattas in the East, and the fact that it won consistently, established it as the fastest hull obtainable. The Cute Craft Sea Horse, a family runabout, has also demonstrated its ability to win against the usual racing field; by taking first place in the Class C Free For All, at the Newport Regatta.

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San Diego, Cal.

First Outboard Crosses North Sea

(Continued from page 160)

pull both oars, while the other would do a bit of bailing aft. We were sure our boat was tight, but it was what was coming in over the top, and the remains of our now useless and unwanted fuel that we wished to get rid of. Every now and again, one of us would wink an eye, then suddenly awake, and start rowing or bailing furiously to show he was not asleep.

We would occasionally give "200 good pulls and then see" but Blankenbergh seemed as far off as ever. There were one or two steamers about, but not near us, and we were rather glad of this—they might easily have missed our small light and run us down. I remember asking Peter what he would have if a fairy suddenly appeared and said "What'll". His thoughts were like mine—buckets of nice light beer—buckets of it. We ate our few sandwiches and bits of chocolate about midnight, I think it was, and felt better for them. Our clothes were soaked in fuel, everything was soaked in it, and it was a case of cramming as much into our mouths at one go as possible, before our rations got soaked in it too.

Day broke—and we could just see the coast. We were still in amongst the tide rips and not doing much good apparently. Visibility was poor—then we lost land. Later on, we picked up what we thought was Ostend, but it turned out to be Middelkerke. However, as time was getting on, and we were only making poor headway, we decided we would go to Middelkerke, and started our famous "200 pull" system again. No craft in sight except a big steamer well out.

Bit by bit we drew into the coast, hoping to find more sheltered water, but it was all the same.

About 1:45 we were fairly close in and having a stiff time of it. We were trying to find a suitable landing place—the beach is a beautiful stretch of lovely sand—smooth and flat—and we could see the few fishing boats of the place pulled up out of reach of the water.

By 2 p. m. we were getting close in. The tide was hard against us, and the waves were breaking nastily. Bit by bit we worked our way in, watching each wave anxiously, and pulling accordingly. Getting in as closely as we deemed fit, we gave a final spurt, then, at a predetermined yell from me, one more spurt, and then hopped out, one each side of the boat, into water just below our knees, and ran good old Stormcock right up, at exactly 2:30 p. m.

Neither of us could stand properly—our legs would get crossed, and our gait was that of drunkards—we were soaked to the skin, blinded by the salt—but very happy. We had achieved the first crossing of the North Sea by Outboard Boat, starting and completing our passage alone, unescorted and unassisted, but having taken 28½ hours to do it.

The beach had appeared deserted, but as we landed, people sprang up from apparently nowhere. Arrangements were made for our gear to be stored in a bathing hut, for our boat to be looked after, and for our accommodation.

Then we went up—personally I had my beer in my bath. I don't know what Peter did, but fear the worst. After this we felt our two selves once again, and then heard that we were lucky to have got in when we did, as had we arrived two or three hours later, we could not have done it. That cheered us, as also did a report to the effect that "Two intrepid British Aviators who have left Harwich for Ostend in their hydroplane have not yet been reported and we can therefore only fear the worst." I have never called Stormcock a hydroplane—I always say she is a passenger carrying outboard boat, with a large capacity, and speed enough for all ordinary use. The outboard enthusiasts who race at Hendon can call their outboard boats hydroplanes or what they like—I call Stormcock a good sea boat, which is far more to the point.

The next day, we got the boat to Ostend, and that night saw us back at Dover.

My car and trailer had been wired for and were waiting. On arrival back at Wivenhoe again, we looked at the boat—sound as a bell, not a plank started, and as good as when she set out. The engine had been left in London with Mr. Shillan, and is now its own self again. I do not think it will be possible for me to do the same passage again this year, but as soon as it is possible, that same engine and that same boat start again—with the same crew.

A battering for 28½ hours is a test for any engine and boat. Far more so than a burst of speed once a week and then six days tuning. Nothing is so gruelling as seawork, and nothing such a severe test.

My next attempt will be made using exactly the same equipment except that I shall have a better made tank, and get it in time to be properly tested first—and I hope to do it in about 5½ to 6 hours.

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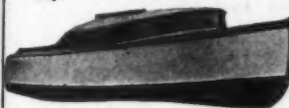
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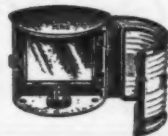


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New World's
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—Read page 3—



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Silver Streak

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The Outboard Motor Boat Book

*Plans, Specifications and Building Instructions
for Over 30 Craft of Various Types and Sizes
Suitable for Powering with Outboard Motors*

THIS is the book which everyone has been waiting for. The scope of the craft, plans, specifications and building instructions which are printed in this volume, is very broad. Everything is included from the smallest rowing dinghy suitable for a Class A Outboard Motor up to the fastest Class C racing hydroplanes. Plans of some of the outboard racing boats which have established world's records are included. All of the boats are easy for the amateur or novice to build. If you wish to use the boat on the seaboard or inland waters or on some lake or smaller body of water you will find a design which is suitable. If you are partial to sail and use the outboard as an auxiliary to get home with should the wind fail, you will find a number of designs of these boats, too. The plans and designs are particularly clear and easy to understand and no previous knowledge of boat building is necessary to turn out a successful boat. You should not fail to have a copy of this book.

A complete summary of the contents of Volume X follows:

Contents of

THE OUTBOARD MOTOR BOAT BOOK

Skipper, 8-Foot Pram Type Outboard Boat
Baby Stepper, 14-Foot Class C Racing Hydroplane
Apple Sauce, 10-Foot Racing Hydroplane
Toto, 16-Foot Stepless Outboard Boat
Jazz Bug, 12-Foot Hydroplane
Pirate, a 39-inch Model Sloop
A 12-Foot Dinghy
Buster, 12-Foot Sailing Dinghy
Smarty, 14-Foot Outboard Sailing Utility Boat
Jan, 9-Foot by 3-Foot Sailing and Outboard Boat
Snapper, 12-Foot Round Bottom Sailing Dinghy
Whiz, 13'6" Hydroplane
Sue, 15-Foot Motor Skiff
Whiz, 16-Foot Baby Buzz Outboard Speedster
Transco, 18-Foot Outboard Runabout
Sharpie, 9-Foot Flat Bottom Dinghy
Kingfisher, 14-Foot Fishing Skiff
Canvasback, Outboard Canoe

Gannet, 12-Foot Sailing Skiff
Green Diamond, 12-Foot Outboard Hydroplane
Nonpareil, 14-Foot Outboard Cruiser
Sea Shell, 17-Foot Service Boat
Marybelle, 14-Foot Runabout
Flattie, 16-Foot Utility Boat
Edith, 15-Foot Vee Bottom Boat
A 10-Foot Scow Type Boat
Rinky-Dink, Seven Feet of Boat
Handy-Andy, an 8-Foot Sailing Dinghy
Carryme, a Utility Dink
Takapart, a Folding Punt
Anabelle, The Dink for Aragon II
Nymph, a 10-Foot Sailing Dinghy
Dancer, a 12-Foot Dink
Scandal, 14-Foot Outboard Motored Boat
Pixie, a V-Bottom Row Boat
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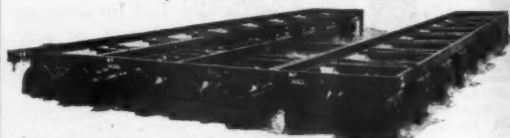
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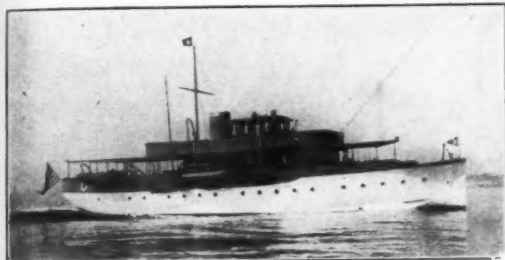
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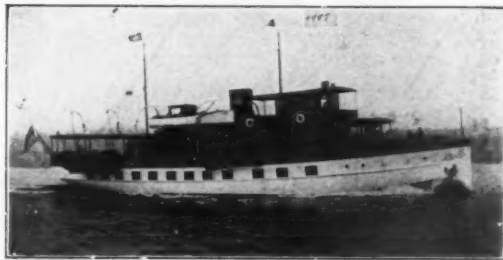
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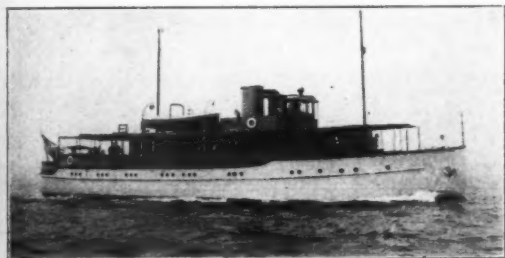
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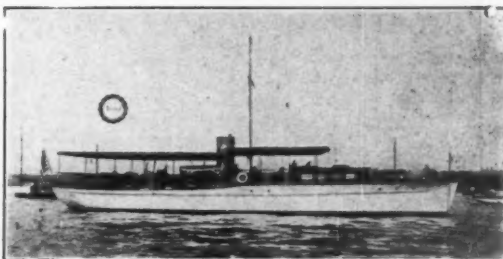
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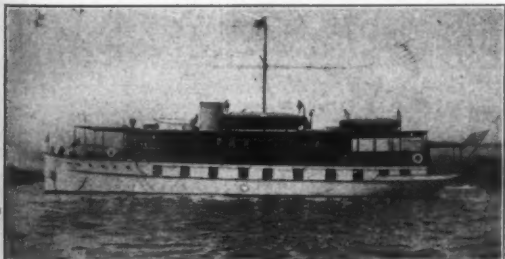
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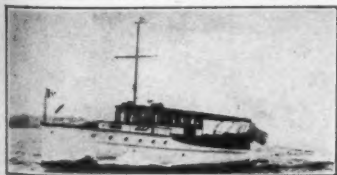
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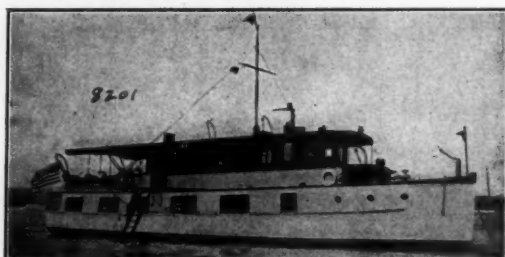
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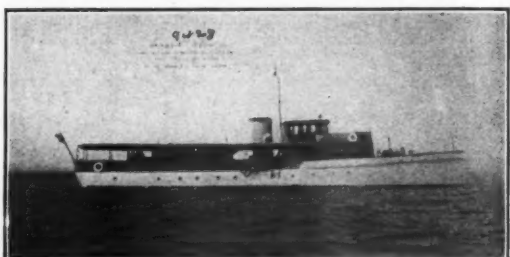
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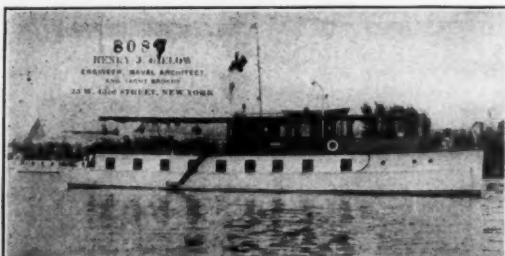
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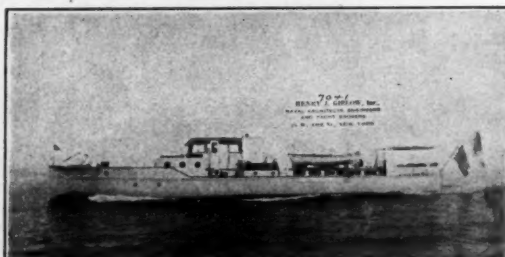
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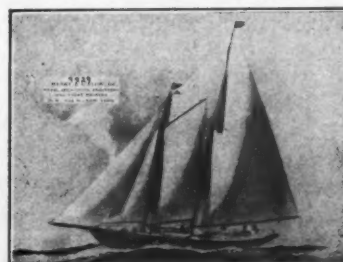
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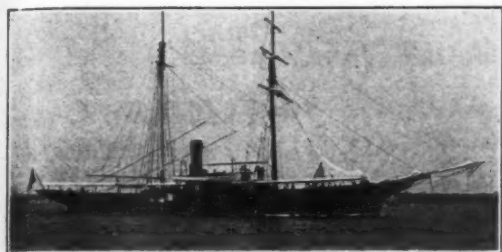
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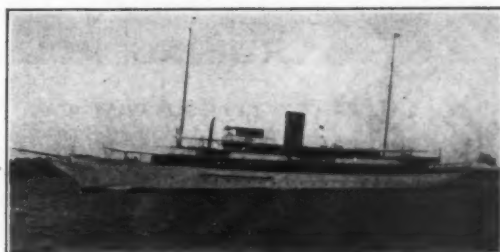
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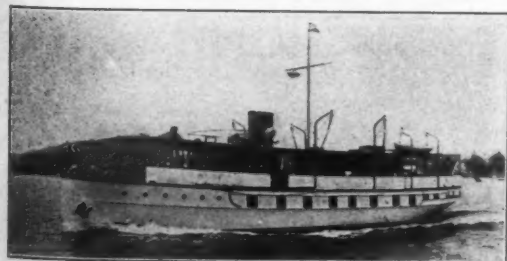
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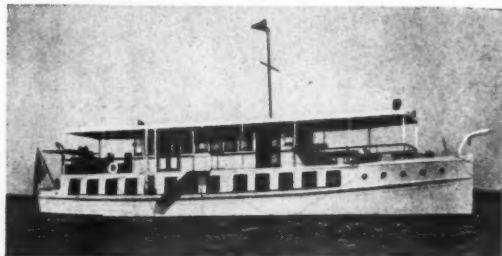
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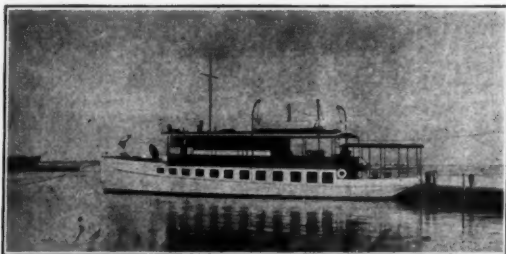
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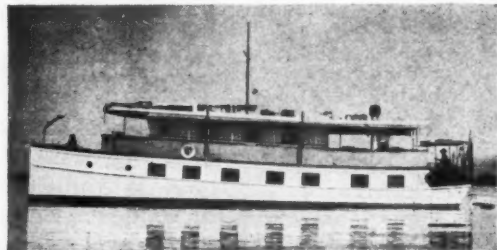
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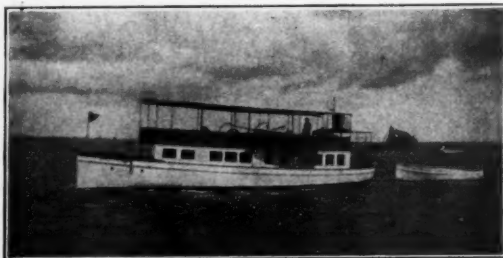
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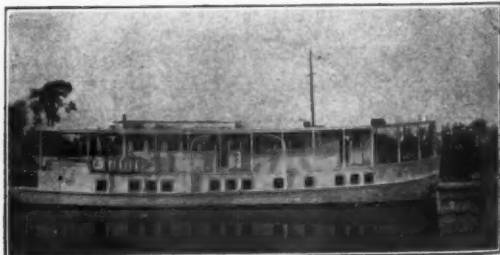
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| 34' x 9' x 2'9" | Elco 1926 | 48 H.P. Elco |
| 41'5" x 9'10" x 3' | Elco 1923 | 80 H.P. Fay & Bowen |
| 41'8" x 10' x 3' | Elco 1921 | 48 H.P. Elco |
| 42' x 10'7" x 3' | Elco 1927 | 48 H.P. Elco |
| 3-42' x 10'7" x 3' | Elco 1926 | 48 H.P. Elco |
| 54' x 13' x 3' | Elco 1922 | 2-42 H.P. Elcos |
| 58' x 10'10" x 3'6" | Elco 1919 | 135 H.P. Elco |
| 2-58' x 13'5" x 3'2 1/2" | Elco 1923 | 2-42 H.P. Elcos |
| 58' x 13' x 3'3" | Elco 1925 | 2-42 H.P. Elcos |
| 62'8" x 14'8" x 3'6" | Elco 1928 | 2-84 H.P. Elcos |
| 23'10" x 10' x 2'10" | Matthews 1927 | 32-40 H.P. Red Wing |
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| Ketch | 25 H.P. Penna. |
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| Sloop | 10-15 H.P. Palmer |
| Schooner | 40 H.P. Sterling |
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| Schooner | 22 H.P. Wolvering |
| Schooner | 40 H.P. Red Wing |
| Schooner | 75 H.P. Red Wing |
| Aux. | 60 H.P. Murray & T. |
| Aux. ketch | 60 H.P. Bolinder Diesel |
| Aux. Schooner | 280 H.P. Atlas Diesel |
| Schooner | 100 H.P. Diesel |

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|------------------------|---------------------|-------------------------|
| 30' x 7' x 2'6" | Bridge Deck | 30 H.P. Frishie |
| 31' x 8'6" x 3' | Bridge Deck | 25 H.P. Keystone |
| 32' x 10' x 2'6" | R.D.—Windshield | 50 H.P. Kermath |
| 37' x 8'6" x 3' | Raised Deck | 30 H.P. Sterling |
| 38' x 12' x 30" | Raised Deck | 20 H.P. Ralaco |
| 40' x 10' x 3' | B.D.—Deckhouse (2) | 35 H.P. Fay-Bowen |
| 50' x 11'6" x 4' | Bridge Deck | 45 H.P. Scripps |
| 50' x 10' x 3" | B.D.—Windshield | 150 Speedway |
| 50'6" x 12'6" x 3'6" | B.D.—Deckhouse | 60 H.P. Standard |
| 53' x 13'3" x 4' | B.D.—Deckhouse | 100 H.P. Murray & Trig. |
| 53'6" x 12'6" x 4' | Bridge Deck | 54 H.P. Standard |
| 57' x 12'4" x 2'9" | B.D.—Windshield (2) | 70 H.P. Maybachs |
| 60' x 12'4" x 3'3" | B.D.—Windshield (2) | 60 H.P. Maybachs |
| 60'6" x 12'9" x 4' | B.D.—Deckhouse (2) | 100 H.P. Sterling |
| 60'6" x 13'6" x 3'5" | B.D.—Deckhouse (2) | 187 H.P. Sterling |
| 64'10" x 14'4" x 3'10" | B.D.—Deckhouse (2) | 100 H.P. Standard |
| 68' x 13' x 2'4" | B.D.—Windshield (2) | 65 H.P. Kermath |
| 75'4" x 11'2" x 4' | | (2) 30 H.P. Dusenberger |
| 77' x 15'2" x 3'9" | B.D.—Deckhouse (2) | 75 H.P. 29th cent. |
| 78' x 14' x 3'6" | B.D.—Deckhouse (2) | 100 H.P. Speedway |
| 80' x 14'8" x 3'9" | B.D.—Deckhouse (2) | 115 H.P. Speedway |
| 90'7" x 16'1" x 5'2" | B.D.—Deckhouse (2) | 168 H.P. Winton |
| 92'6" x 14' x 3'6" | B.D.—Deckhouse (2) | 225 H.P. Winton |
| 90' x 14' x 3'10" | B.D.—Deckhouse (2) | Van Blercke |
| 110' x 16' x 5' | B.D.—Deckhouse (2) | 165 H.P. Winton |
| 120' x 14'4" x 5' | B.D.—Deckhouse (2) | 100 H.P. Winton |
| 127' x 18'9" x 5'6" | B.D.—Deckhouse (2) | 200 H.P. Winton |

EXPRESS CRUISERS

| | | |
|-----------------------|---------------------|-------------------------------|
| 39' x 9' x 2'6" | Express Cruiser | 187-235 H.P. Sterling Dolphin |
| 39'11" x 8' x 2'6" | Express Cruiser | 150 H.P. Van Blerck |
| 45'11" x 9'6" x 2'10" | Express Cruiser (2) | 300 each Fiats |
| 48' x 10' x 2'4" | Express Cruiser (2) | 170 H.P. Van Blerck |
| 52' x 11'3" x 2'9" | Express Cruiser (2) | 150 H.P. Speedways |
| 58' x 12' x 3'2" | Express Cruiser (2) | 200 H.P. Hall Scotts |
| 60' x 12' x 3' | Express Cruiser (2) | 180 H.P. Speedways |
| 62' x 13'6" x 3'8" | Express Cruiser (2) | 150 H.P. Speedways |
| 68' x 11'6" x 3' | Express Cruiser (2) | 200 H.P. Van Blerck |
| 67' x 13'6" x 3'8" | Express Cruiser (2) | 400 H.P. Packard |

Liberties

HOUSE BOATS

| | | |
|----------------------|-----------------|---------------------|
| 50' x 14'8" x 3'3" | House Boat | 60 H.P. Sterling |
| 45' x 13'5" x 3' | Mathis | 45 H.P. Scripps |
| 52' x 15' x 3 1/4" | Mathis Standard | 37 H.P. Standard |
| 57'2" x 15'6" x 3'6" | House Boat | 80 H.P. Standard |
| 63'6" x 16' x 3' | House Boat (2) | 50 H.P. 29th Cent. |
| 60' x 16' x 3'6" | House Boat | 80 H.P. Standard |
| 70' x 15'3" x 3' | House Boat (2) | 80 H.P. Speedways |
| 80' x 18' x 3'6" | House Boat (2) | 65 H.P. Lathrops |
| 93' x 18' x 4' | House Boat (2) | 150 H.P. Wintons |
| 98' x 19' x 4'6" | House Boat (2) | 150 ea. H.P. Winton |

SEA SKIFFS

| | |
|---------------------------|----------------------|
| 30 Johnson Sea Skiff | 150 H.P. Sterling |
| 30 J. J. Kirk sea skiff | 60 H.P. Scripps |
| 34 Consolidated Play Boat | 150 H.P. Speedway |
| 34 Double Cabin Sea Skiff | 2-20 Kermath |
| 35 Jardine Sea Skiff | 185 Sterling Dolphin |
| 40 Red Bank Sea Skiff | 150 Sterling Dolphin |

DIESEL YACHTS

| | |
|---------------------|------------------------------------|
| 68' x 15'4" x 4' | (2) 65 H.P. Mianus |
| 83' x 16'3" x 6' | 100 H.P. Standard |
| 105' x 15'4" x 4'9" | (2) 150 H.P. Winton Diesels |
| 107' x 18'5" x 7' | (2) 170 ea. H.P. Diesel Bessemer |
| 110' x 20'6" x 6'6" | (2) 150 ea. H.P. Standard Diesels |
| 127'6" x 17'6" x 6' | (2) 100 ea. H.P. Diesel Enterprise |
| 135' x 27' x 10'8" | (2) 1000 Total H.P. Winton Diesel |

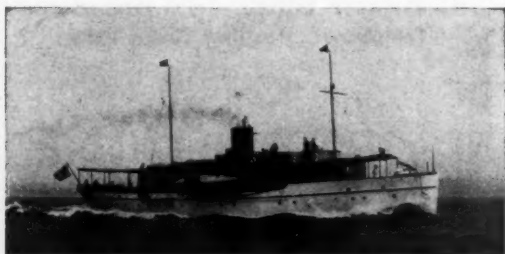
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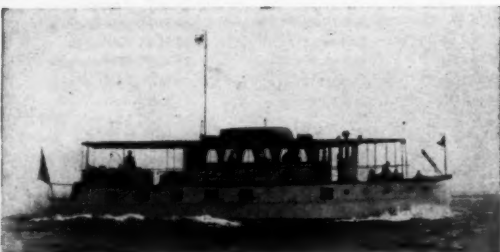
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NEW YORK



NO. B-3336—FOR SALE—Twin-screw Diesel yacht, 110' x 103' x 20'6" x 6'6". Built 1926. Large deck house containing dining and living room, two double and two single staterooms, four bathrooms in owner's quarters; up-to-date in every way. For further data, price and location, consult **DRAKE H. SPARKMAN**, 11 East 44th Street, New York City.



NO. B-3397—FOR SALE—Twin-screw gas yacht, 81' x 78'4" x 12'7" x 3'10". Designed and built by Herreshoff. Sleeping accommodations for two in main cabin, double and single staterooms, two toilet rooms, etc. Speedway motors. In excellent condition in every way. For further data, price and location, consult **DRAKE H. SPARKMAN**, 11 East 44th Street, New York City.



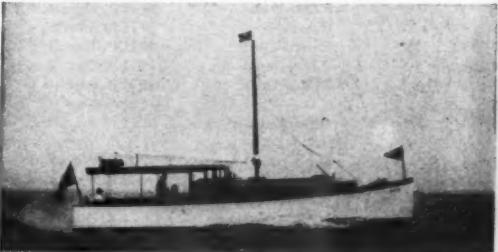
NO. B-2031—FOR SALE OR CHARTER—Twin-screw houseboat, 66' x 16'6" x 3'. Built in 1927. 18' deck saloon, two single, one double staterooms; one bath and toilet. Beautifully furnished and in excellent condition in every way. For further data, price and location, consult **DRAKE H. SPARKMAN**, 11 East 44th Street, New York City.



NO. B-4453—FOR SALE—Twin-screw express cruiser, 49'6" x 41' x 11' x 2'9". Built 1926, powered with two Sterling Dolphin, speed up to 33 miles. Sleeping accommodations for three in main cabin, double stateroom, two toilets, etc. Would make a very desirable commuter. **DRAKE H. SPARKMAN**, 11 East 44th Street, New York City.



NO. B-4398—FOR SALE—Elco 45' cruiser. Large double stateroom; main cabin sleeping two; two toilet rooms, galley, and separate quarters for paid hand. Elco motor. Located New York. In excellent condition throughout. For further data, price and location, consult **DRAKE H. SPARKMAN**, 11 East 44th Street, New York City.



NO. B-4447—FOR SALE—Matthews 38' single-cabin cruiser with sleeping accommodations for four. Very large galley, toilet room, and comfortable cockpit. Kermath motor. In excellent condition and available for immediate delivery in full commission. **DRAKE H. SPARKMAN**, 11 East 44th Street, New York City.



NO. B-4362—FOR SALE—Bridge deck cruiser, 38' x 10'6". Built 1927. Comfortably laid out below with four berths, toilet, galley and berth for crew in separate compartment. Six-cylinder Kermath motor gives speed up to 14 miles. **DRAKE H. SPARKMAN**, 11 East 44th Street, New York City.



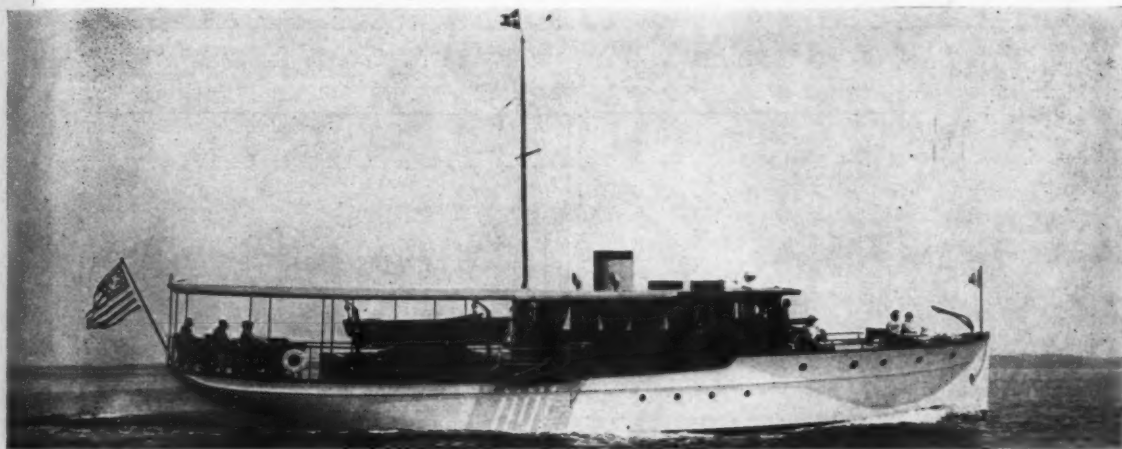
NO. B-4456—FOR SALE—Deck house cruiser 46'1" x 44'2" x 11' x 2'11". Built 1926. Dining saloon in deck house; two double staterooms, toilet room, etc.; Sterling motor; has forward and after cockpits. For further data, price and location, consult **DRAKE H. SPARKMAN**, 11 East 44th Street, New York City.

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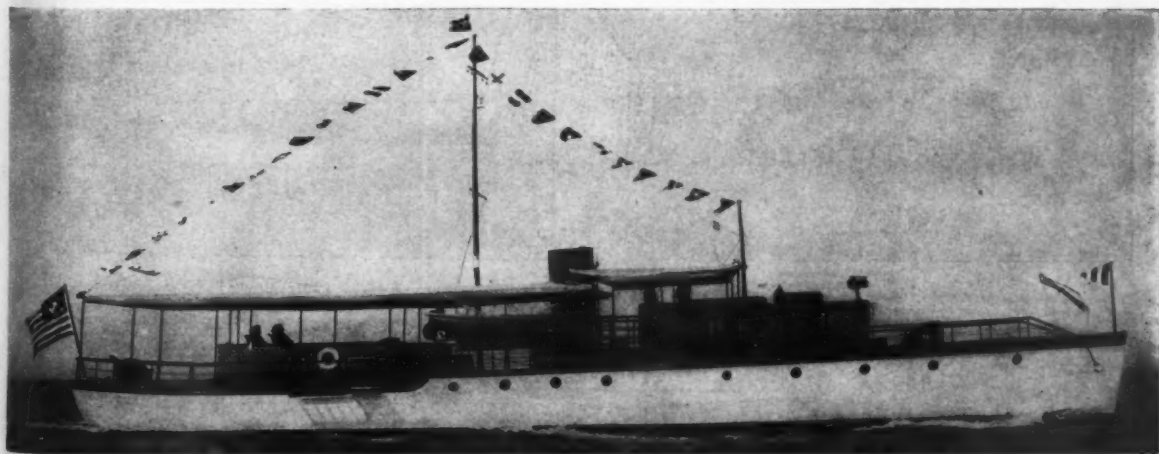
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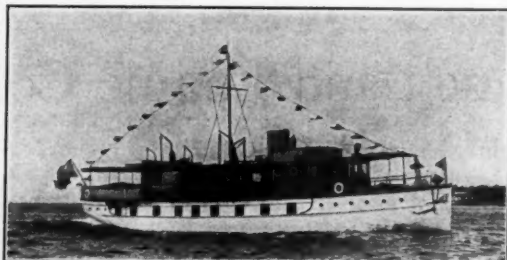


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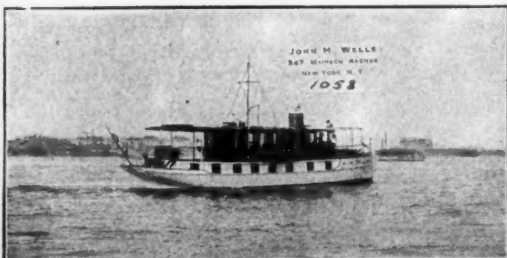




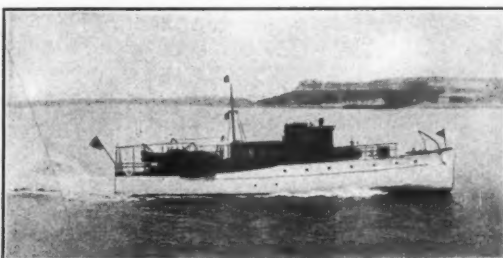
No. 1105—Houseboat for Sale. Practically new. Length o.a. 93'0", Beam 18'0", Draft 4'0". Powered with two Winton Motors, 150 h.p. each. Speed 12 m.p.h. Write for further particulars.



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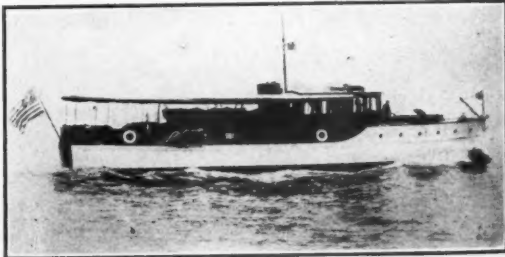
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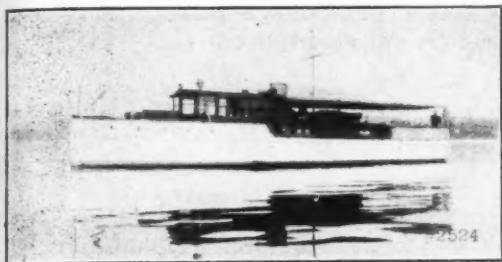
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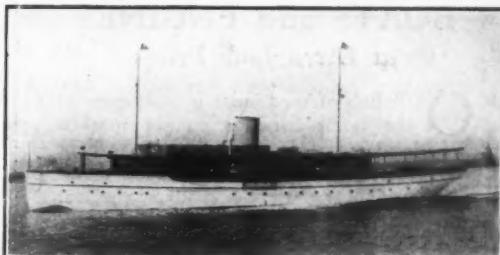
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From 52' to 100'



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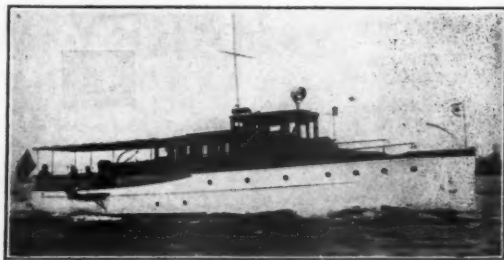
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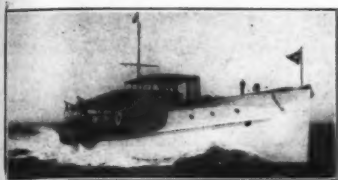
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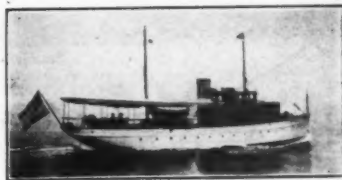


No. 208—One of the famous Lawley "68's". Built 1926. Powered with 2 Sterling motors. For further particulars write Eldredge-McInnis, Inc., 148 State St., Boston.

The yachts listed on this page are a few selected from a large list of all types.

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We will gladly furnish a list of yachts selected in accordance with your requirements.



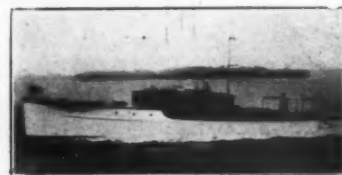
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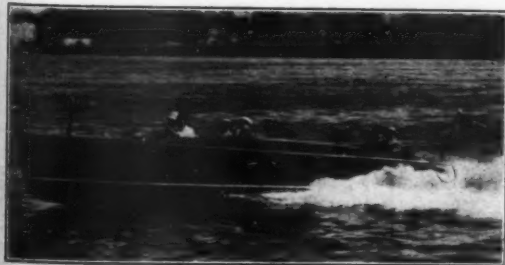
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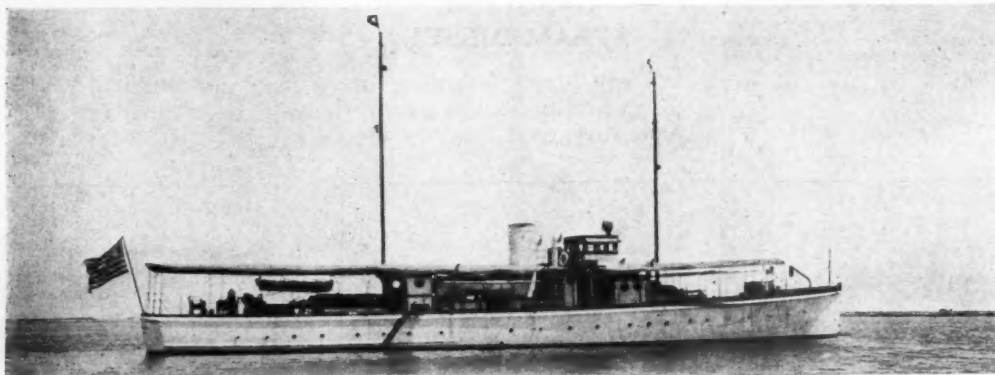
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Three Lockwood Chief Class "B" motors offered as the season here is closed. They are fast, have been used and are in perfect condition. Price \$135.00. J. E. Wilkinson, 20 Brookline Avenue, Boston, Mass.

FOR SALE—Raised deck cruiser, 40x10x3. Peerless motor, generator, Sands plumbing, 4 spring berths; modern throughout. \$3000. Near New London. H. E. Carpenter, 302 Washington Street, Norwich, Conn.

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CHRIS CRAFT, 26', Kermath-powered, 4 M.P.H., 1927 model; **BABY GAR** 28 Sedan, 40-mile demonstrator; and **BABY GAR** 33 3/4 mile used Runabout. Gar Wood Boats, 145 Broadway, New York City.

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Enclosed Bridge Deck Cruiser. 38 to 45 feet long, 10'9" to 12' beam. Must have cabin forward and aft, late model, first class condition and fully found. Picture and complete details, lowest cash price. No dealers. J. Dawson, 5 N. Oxford Ave., Ventnor, N. J.

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115 H.P. two, used in trials by two largest boat builders standardizing Gray **EIGHT**. Extraordinary value. Also one 75 H.P. unit at \$600. **GRAY MARINE MOTOR CO.**, 60 Canton Ave., Detroit, Michigan.

BARGAINS—Fleetwing 38 double cabin bridge deck Demonstrator, 100 h.p. Used Greenleaf 36, 150 h.p. Bridge deck double cabin 38, bottom, 60 h.p. All on demonstration fully guaranteed. Frank V. Borick, 262 West 58th Street, cor. 8th Ave., N. Y. C.

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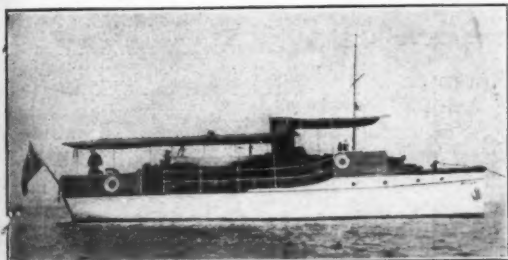
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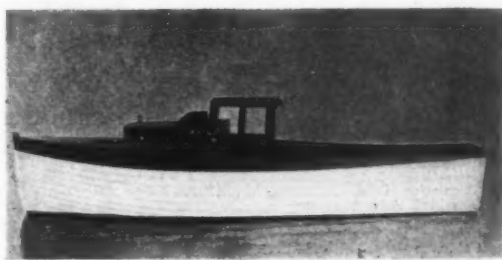
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FOR SALE: Thirty foot sea skic cruiser, four berths, galley, toilet, two hundred horse Hall-Scott motor. Cost over ten thousand. Price five thousand. 34 Bay Avenue, Ocean City, N. J.



FOR SALE: Double cabin cruiser "Yampa," 40x12½x3½. Now in commission. First class condition. New spring mattresses. Glass enclosed bridge. 250 gals. fresh water copper tanks, brass piping. 200 gals. gasoline copper tanks. 4 cyl. 5½x7 Peerless Motor 50 h.p. Heating stove forward cabin, shipmate rear cabin. Complete in every respect. Purchased larger boat only reason for selling. Price \$5000. This is real bargain. Present owner had built specially. J. Healy, 92 William St., N. Y. C. Telephone John 6450.

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FOR SALE—One pair Model W-5, Six cylinder Winton gasoline engines 125 H.P. at 400 R.P.M., 8" bore, 9" stroke. Also one pair 150 H.P. Sterling Sea-Gull engines entirely rebuilt and in fine condition. J. N. Vernam, Sterling Engine Distributor for Florida, N. W. 2nd St. & Miami River, Miami, Fla.

FOR SALE—Beautiful model of ship Flying Cloud. Very correct in detail and proportion. Pictures on request. Price \$125. Worth considerably more. T. J. Hand, 349 Monroe St., Brooklyn, N. Y.

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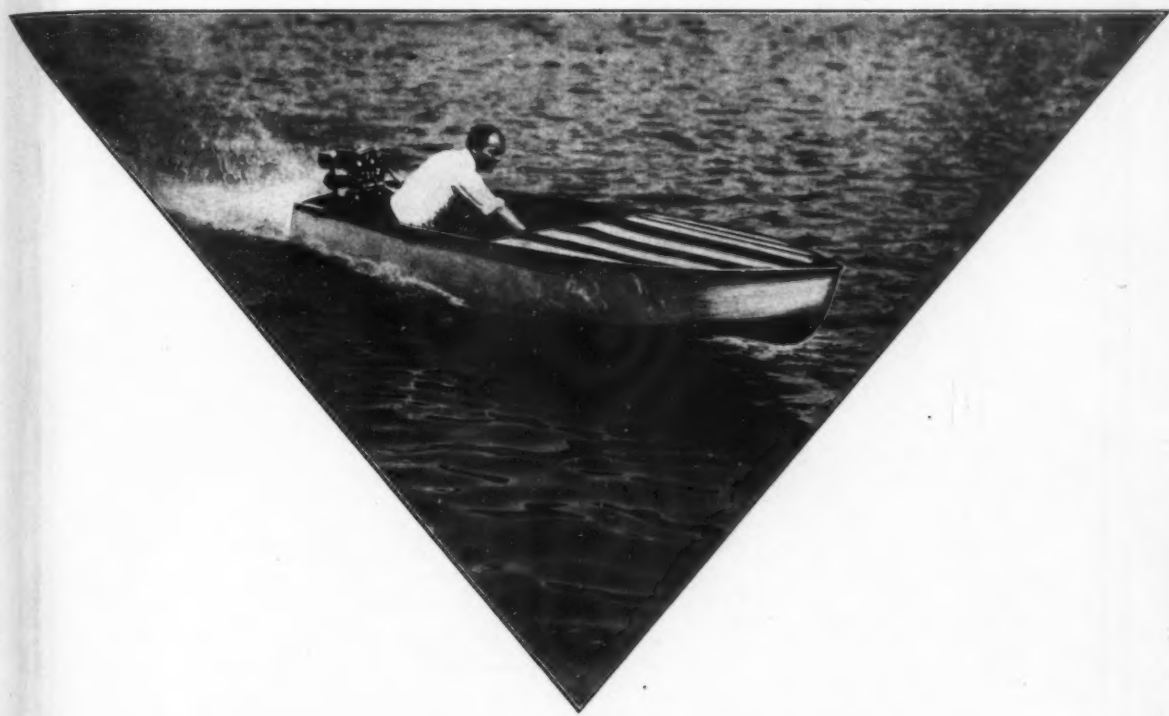
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


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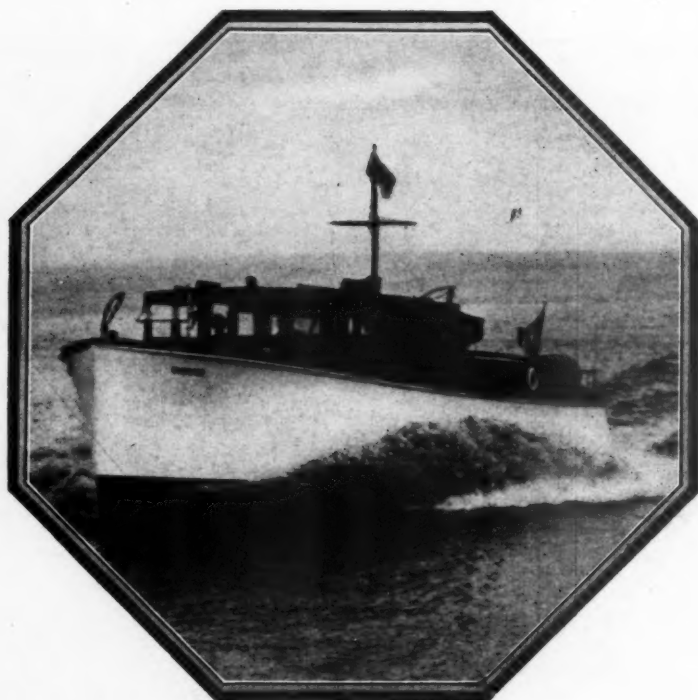
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